August, 1960

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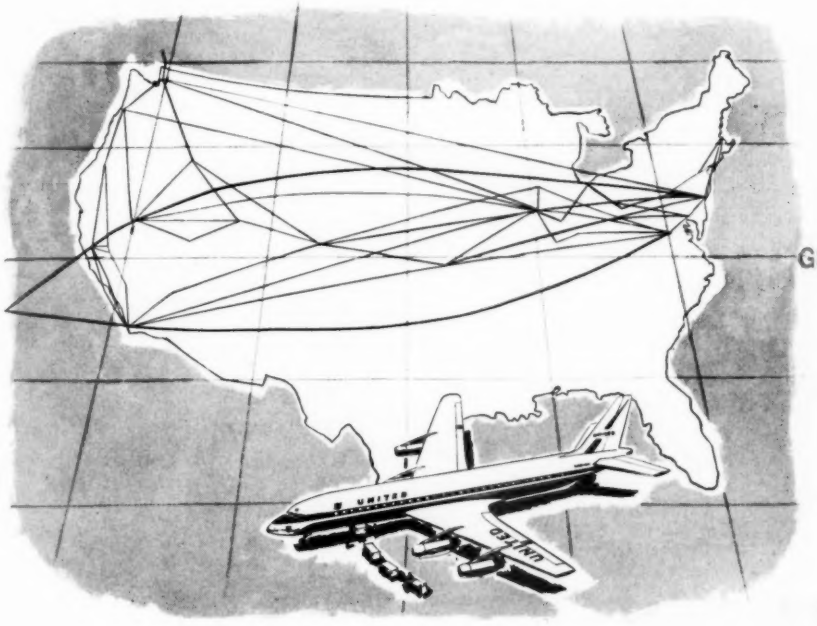

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AIR CARGO

an American Aviation Publication

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AIR CARGO is published monthly as a magazine and as an official guide of airline cargo schedules, a complete station directory for the United States and Canada, and corrected table of carrier acceptance of live animals and unusual shipments.

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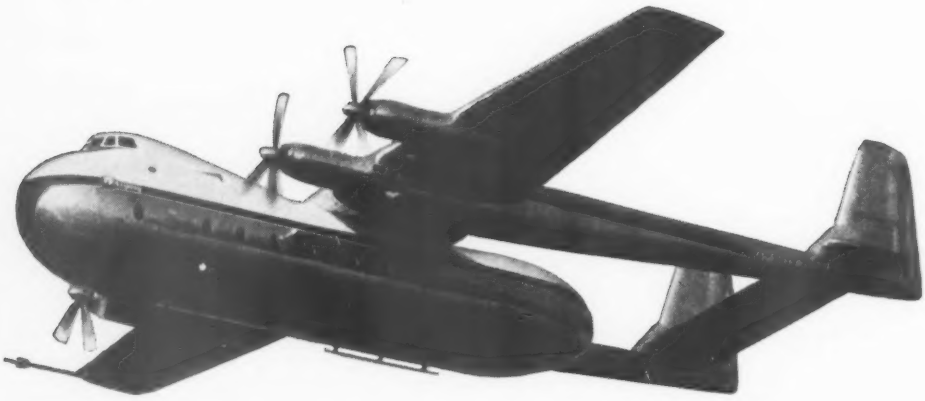

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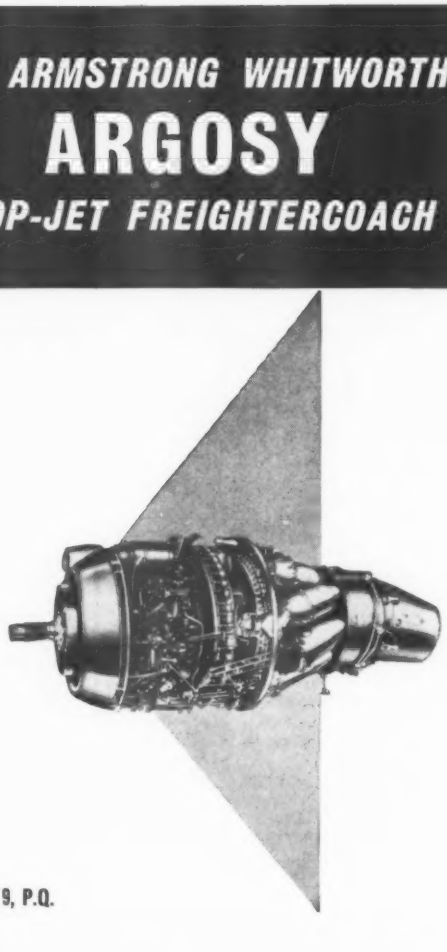

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EDITORIAL

Regulation By Rejection

THE CHARGE of regulation by rejection of tariffs has been hurled at the Civil Aeronautics Board by American Airlines. The charge is well founded. The CAB has been doing it for years.

If the Board finds that a tariff does not conform to the regulations for filing tariffs, any substantive issues can be avoided until the tariff is refiled so that it does conform to the regulations. After each rejection, the Board has 30 days before a new filing can bring the matter up again. If a tariff can be rejected often enough (sometimes once is plenty), the reason for having filed the tariff will be dissipated and the whole matter dropped.

The technique has undoubtedly saved the Board, and its very small staff, many hours which otherwise might have been spent in hearings on hairbrained schemes.

Most of the carriers have learned to live with this situation. If the point at issue is important enough, so then is the care with which the tariff is filed, or refiled.

Although a tariff can be acceptable when it comes to format, the Board may still feel that the public interest can best be served if the tariff is not allowed to become effective. Then the Board may suspend (not reject) the tariff and order an investigation. The investigation is the carrier's day in court. If the carrier can prove, to the satisfaction of the Board, that the suspended tariff is good, the tariff will be allowed to become effective.

What American is objecting to is that the Board is allowing issues of substance to be the basis for rejection. The airline picked the 25-mile "rule of thumb" pick up and delivery limit as the springboard for the complaint.

The very term, "rule of thumb" means that 25 miles for pick up and delivery is not a fixed, immutable distance. Of necessity, a tariff filing which calls for a distance greater than 25 miles also calls for a decision on how broad the "thumb" shall be.

THERE is another problem involved with regulation by rejection. It can be discriminatory.

To cite but one example: Riddle Airlines filed rates from Miami to New York and Philadelphia for volume shipments of certain commodities. The minimum weights involved were 3000, 5000, 10,000, 20,000 and 30,000 pounds. The rates were filed on June 9 for an intended effective date of July 9. They were rejected on July 6.

What makes this tough for Riddle is that the same rates on the same commodities from and to the same pairs of points were filed in the same tariff by National Airlines on May 25. National's rates went into effect on June 24.

The rejection notice to Riddle charged that the proposed rates would apply on other than specific articles or commodities. Riddle may wonder how its rates will apply any differently than National's since both carriers were using the same list of commodities. (In another instance, National was a victim.)

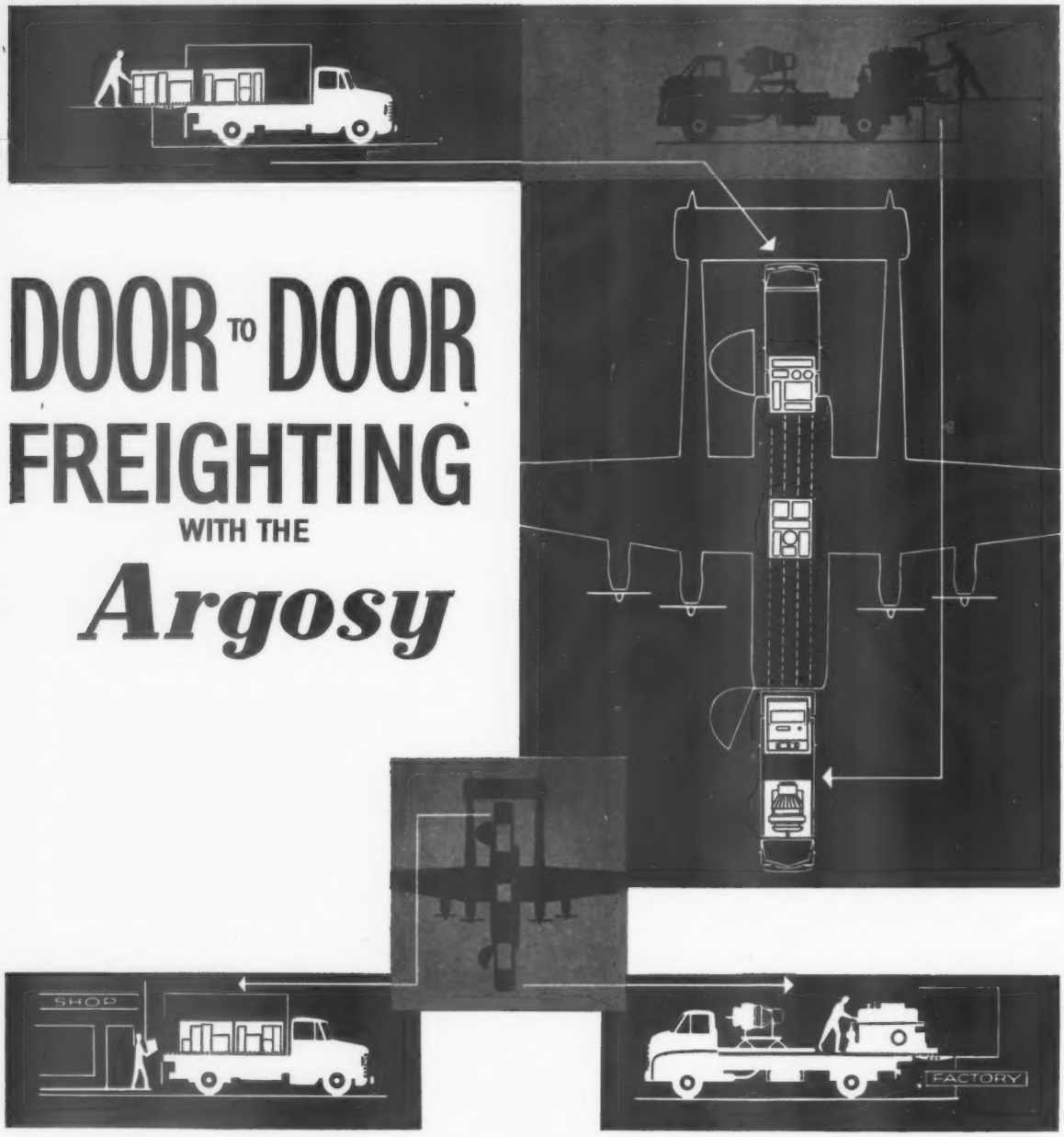
There is nothing Riddle can do about it, except try again with no hope of success. The Board has decided that some of the specific commodity descriptions are not sufficiently descriptive. By rejections the Board is trying to persuade the industry to adopt CAB views.

There is a better way.

If the Board really believes that specific commodity descriptions are too broad or are otherwise improperly stated, a halt can be called. The Board has the authority to tell (not ask) the carriers: "prove to us that your commodity descriptions are not bad."

After a day in court, those descriptions which were proved good could be continued, the bad ones, dropped. The Board and the carriers would have a clear-cut, definitive policy to follow which treats everyone fairly.

Wallace I. Longstreth



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TRENDS

Nationwide, uniform contracts for pick up and delivery will be broached this spring. At that time, most of the cartage contracts with the International Brotherhood of Teamsters will expire. The Teamsters will take the approach that problems existing in one part of the country are no different from those in other parts. Important areas involved in the uniform contract idea include: wages, health and welfare pension, vacations, sick leave, split shifts, picket lines, hours, seniority, overtime, and protection of rights.

Teamster interest in air freight continues high as an industry for recruiting. A plan under consideration is to treat air freight personnel as a semi-separate group much in the same manner as used for the Bakery Workers.

The need for mechanical refrigeration of frozen foods during storage or transportation is being eliminated by liquid nitrogen and plastic foam. Frozen food temperatures of zero and below can be maintained by spraying the frozen food packed in foam insulated containers with liquid nitrogen.

A uniform air-truck agreement for the airline industry is unlikely this year. At least three different groups within the airline organization will have a chance to make recommendations: Air Freight Tariffs Committee, Cargo Forms and Procedures Committee, and Air Cargo, Inc. Further, any acceptable recommendations will have to assure the local service airlines that they will not be hurt by truckers.

Five Argosys probably will not satisfy Riddle Airlines. The contract Riddle has with Armstrong Whitworth carries an option to permit the airline to purchase more of the turboprop, straight-in-loading, all-cargo planes. Three (or better still, five) more would give Riddle great flexibility to perform Logair and common carrier scheduled freight flights with the same aircraft.

The sale of five Lockheed C-130Bs to Zantop Air Transport will make 1961 a showcase for new cargo transports and loading systems. Canadair's CL-44D, the British-built Argosy, and the C-130B, all will be operating within the U.S. by March 31. Each plane has its own loading system.

Zantop, a Detroit concern specializing in air transport for the auto industry, is buying the planes from Lockheed to fly an "outsize cargo" route contract for the Logair system. Each plane will cost $2.8 million, including the integrated cargo handling system. Total cost will be about $16 million, which includes spares and some training activities.

Over-packaging is plaguing intra-European airlines. In many cases, European shippers use the same packaging for air as is used for surface transport. This makes air freight more expensive than it need be, and makes the service harder to sell.

NEWS

DOD-CAB Open Negotiations To Revise MATS Bid Practice

A series of showdown talks have taken place between Civil Aeronautics Board and the Department of Defense on Military Air Transport System's competitive bidding practices. Although the talks were still under way at AIR CARGO presstime, their far reaching consequences were expected to be felt this month when Air Force firms up plans relative to the procurement of airlift for the coming year.

The high level CAB-DOD talks were triggered by a letter sent out under the signature of CAB Chairman Whitney Gillilland to Thomas S. Gates, Jr., Secretary of Defense.

The Gillilland letter was frankly critical of DOD's advertised competitive bidding practices in procuring commercial transportation needs. The letter pointed out that the present system was only operating through individual exemptions granted the airlines by Civil Aeronautics Board, a practice started during the Korean war. The letter notes that the lack of sufficient airline capacity and the emergency experienced in Korea no longer exist.

Accordingly, the Chairman urged that DOD traffic move at "published tariff rates in services the carriers can perform under their certificate authorizations." To achieve this end, the Board proposed eliminating the present exemption system.

In place of the exemption system, the carriers would be subject to the tariff and rate provisions of the Civil Aeronautics Act. "In the case of international air transportation," Gillilland wrote, "this includes, among other things, the requirement that rates charged to the Department shall be published in tariffs which can be determined by the Board, and that they be non-discriminatory. Rates for interstate and overseas transportation must meet these requirements as well as the requirement that they be fair and reasonable."

The Gillilland letter caused an immediate stir. Initial reaction of the supplemental airlines was that CAB had moved to put them out of business. They were afraid, that under the proposed set up, CAB would not give them the necessary authority to get future business. These fears were quickly assuaged. Board officials expressed assurances that the supplementals would still get a share of the traffic. Spokesmen at the Board emphasized that the Agency's principal concern was merely to try and curb the current system which lends itself to "cut throat competitive bidding." They were, however adamant, that the Board would not continue to grant exemptions if the rates are too low.

One of the major factors contributing to the Board's strong stand on the competitive bidding situation is Seaboard & Western Airlines. This carrier was placed in deep water as a result of its present transatlantic augmentation contract with the Air Force. Losses have been running as high as $300,000 a month. The Board knew it would eventually have to tackle DOD, so, faced with S&W in deep financial trouble, the Gillilland letter was written.

DOD's answer to the CAB letter was penned by James H. Douglas, Deputy Secretary of Defense, who expressed concern over the timing of the Board proposal and called for an opportunity to sit down with the Board to analyze the full effects of the proposed revision. "We also hope in these discussions," Douglas said, "to review tariff filing requirements and other matters relating to the new airlift procurement program."

Attached to the Douglas letter was a copy of DOD's new program. Especially pertinent was a section designated Course of Action No. 5 which outlined a revised program for procurement of commercial augumentation in support of the Military Air Transport System.

Negotiation procedures would be employed as a means "of encouraging air carriers . . . to acquire modern turbine powered cargo aircraft." The Air Force emphasized that the "use of formally advertised contracts is not precluded, however, if negotiated contracts which are in keeping with this expressed course of action prove infeasible."

Specifically, the needed airlift would be procured in three categories.

1. Commercial augumentation traffic in certain categories would be procured by negotiation between the Air Force and certificated route carriers for movement on regularly scheduled commercial flights. Cargo would be moved "on waybills between military ports of embarkation in the continental U.S. and military bases outside the continental U.S. except where the use of commercial airports is more convenient." In the event more than one carrier provides service between the same points, traffic would be appropriately allocated.

2. Air carriers in this category would be required to furnish specific types of aircraft designated as minimum essential by the Air Force. They would be required in a time of emergency to transport traffic over routes required by the military. Thus, contracts would be awarded on a preferential basis to those carriers offering expansion capability in such emergency. Contracts

FTL's Modern Design For Cargo

ARTIST'S CONCEPT of The Flying Tiger Line's first fully automated terminal. The building, which will be located at Chicago's O'Hare Field, is scheduled for completion in July, 1961. Similar installations are planned for San Francisco, Los Angeles and Newark.

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Cargo Flights

	AF	Alitalia	BOAC	Luft-hansa	El Al.	Iberia	Irish	KLM	PAA	Qantas	Sabena	SAS	S&W	Swiss	TWA	Total
Eastbound	....	....	....	45	....	....	....	73	79	....	22	...	153	16	36	424
Westbound	....	....	....	46	....	....	....	67	64	....	24	...	87	20	37	345
Total	....	....	....	91	....	....	....	140	143	....	46	...	240	30	73	769

Freight (Tons)

Eastbound	248.3	114.1	319.2	275.5	54.0	17.9	9.6	876.4	1037.7	21.8	240.5	271.2	757.2	239.6	415.3	4898.3
Westbound	228.3	180.5	400.7	228.6	100.6	24.2	5.9	780.4	1002.6	9.8	333.1	345.8	827.4	298.9	391.2	5158.0
Total	476.6	294.6	719.9	504.1	154.6	42.1	15.5	1656.8	2040.3	31.6	573.6	617.0	1584.6	538.5	806.5	10056.3

Mail (Tons)

Eastbound	21.1	1.7	38.3	9.5	2.4	3.1	3.8	17.0	768.8	...	9.9	153.3	287.1	19.1	556.9	1754.0
Westbound	81.6	84.9	321.4	185.3	10.2	8.2	5.6	54.2	193.5	...	56.8	85.3	101.0	81.3	199.7	1469.0
Total	102.7	86.6	359.7	194.8	12.6	11.3	9.4	71.2	962.3	...	66.7	100.6	388.1	100.4	756.6	3223.0

would be let for as long as three-year periods but may be for one year with a government option to renew for the two succeeding one-year periods. Options would be exercised by Defense with special consideration given those carriers which had taken positive steps to equip with modern turbine powered aircraft.

3. Small business would be assured a slice of the pie. The smaller operators, qualifying as small business, would be required to furnish specific types of aircraft designated as minimum essential by the Air Force for the transportation of passengers and/or cargo. The Air Force said that "in awarding contracts to this class of carriers, consideration will be given to the expansion capabilities such carriers may be able to make available to the government in time of emergency."

These points will probably enter into the CAB-DOD discussions. If the talks achieve their objectives—modern cargo aircraft and lower rates—the long awaited air cargo volume breakthrough will be that much closer.

European Shippers Support SAS Cargo Flights

The C-46 all-cargo flights operated by SAS over inter-European routes have been well received by European shippers, according to AIR CARGO's Paris correspondent. SAS is operating the flights on routes which link the principal Scandinavian cities with points in Germany, Northern Italy and France.

From a survey, conducted for AIR CARGO, it was reported that an average of 5 to 6 tons are carried on each of the four weekly SAS flights which connect Paris and Copenhagen. These shipments principally consist of machinery, spare parts, food products, textiles and perfumes.

SAS said response of the air freight forwarders was most enthusiastic. As a result, SAS opened two new cargo offices, one in the northern part of Paris, Rue des Tournelles, and the other at Le Bourget Airport.

With the increase in inter-European cargo activity, French customs have been making a great effort to simplify their controls, especially for outbound cargo.

Modest 1st Quarter Dip

The first quarter of 1960 almost held its own in the amount of freight moving across the North Atlantic when contrasted to the fourth quarter of last year. Freight tons were only 2.4% under the traditionally heavy fourth quarter. Eastbound, the Transatlantic airlines flew 4898.3 tons. Westbound, 5158.0 tons were carried.

Osaka, Japan Office Opened By Airborne

Airborne Freight Corp. has established a new sales and operations office in Osaka, Japan. The office, under the direction of a newly appointed sales manager, Harry I. Okida, will handle both inbound and outbound air freight forwarding. The new installation is located in the Sinmido Building, Number 19, 5 Chome, Minami-Kynhoji, Higashi-Ku, Osaka.

The San Francisco based forwarder also announced that contractual arrangements have been concluded with the Japanese firm, Omori Kaisoten, Ltd. to handle Airborne's sales and customs brokerage in the Southern Japan areas of Osaka, Nagoya, Kobe, and Yokahama.

TWA Converts More Connies For Added Lift And Range

Faced with a growing demand for long-range heavy-lift cargo capacity, Trans World Airlines will convert six of its Jetstream 1649A Super Constellation aircraft into freighters. The Jetstreams will form the background of TWA's all-cargo fleet which already includes eight Super Constellations.

TWA's vice president-cargo sales and market development, Samuel C. Dunlap, described the $1.5 million Jetstream conversion program as a continuation of his airline's determination to develop its position of leadership in the air cargo field.

Dunlap pointed out that internationally the new cargo planes would enable TWA to step up air freighter service between New York and London, Paris, Rome, Milan, Frankfurt, Zurich and Geneva.

Domestic schedules, Dunlap said, would be formulated to provide maximum service to shippers of a wide variety of goods, ranging from perishables to high fashion imports.

The first 1649A undergoing conversion will be ready about August 13. The aircraft will have a cruising speed of 350 mph and a range of 6300 miles.

Specifications provide for a main cargo door measuring 106.5 inches by 74 inches, opening upwards to an angle of 165 degrees. This door will accommodate shipments 108" x 86.25" x 54". The forward door measures 56.5" x 72", and can handle shipments as large as 120" x 54" x 52".

Expanded Workshop, Guest Speakers To Highlight 1960 Cartage Conference

A continuation of the popular working panels, an expanded airline workshop and two guest speakers will feature the 1960 Air Freight Cartage Conference which will meet this month, August 16-18, at the Edgewater Beach Hotel in Chicago.

The guest speakers include Frank B. Lynott, executive vice president-operations of The Flying Tiger Line and John T. Thompson, general manager, distributor products division, Raytheon Co.

On August 16, Lynott will discuss

FTL's aims, plans and objectives in relation to the carrier's new all-cargo turboprop, the CL-44D, which is scheduled for delivery early in 1961. Thompson, on August 18, will give a detailed discussion on "Unimarket," a completely modernized system under which his Raytheon division distributes all its products by air.

First Class Mail By Air Receives House Set Back

The House of Representatives is working hard to deal the first class mail by air experiment a serious blow. Before adjourning for the political conventions, the legislators made it clear that they wanted the postmaster general to halt the airlift of first-class mail. By a voice vote, they adopted a bill by Rep. Cunningham (R.-Neb.) which would require that all first class mail sent by air bear an airmail stamp.

The House measure directly contradicts legislation which is pending on the Senate side of the Hill. There, the upper chamber's Post Office Committee has reported that the Post Master General already has authority to carry 4¢ letter mail on a space available basis by air.

Advocates of the Cunningham bill have privately voiced the belief that the House action offsets the Senate committee report.

Army Container Contract Won By Steel Fabricators

Award of a $246,645 contract to United Steel Fabricators, Inc. for the construction of 1500 CONEX containers for airborne shipments has been announced by Brig Gen. William B. Bunker commander of the Army Transportation Materiel Command in St. Louis. Simultaneously, the firm received a contract for 5000 containers which will be used in surface transportation.

The 1500 air containers will be built of 9- to 14-gauge corrugated steel. They will measure 6 ft., 3 in. high, 6 ft., 10½ in. wide and 4 ft., 3 in. long. Capacity is 135 cu. ft. and 9000 maximum weight. Each box will be mounted on skids to permit handling by fork lifts and will have lift rings at the top corners for crane hooks.

Oakland Traffic Managers Band To Better Air Service

A unique organization made up of industrial traffic managers is working to improve airline service in the area served by the Metropolitan Oakland International Airport. Membership in the new organization, which is called the Industrial Traffic Managers Aviation Council, is made up of traffic managers of business and industrial firms with offices in the California area served by the Metropolitan Oakland International Airport.

Presently, the Council has two major projects underway. These are a survey of the membership on the volume of air travel and cargo shipments over the Los Angeles and Pacific Northwest routes, and a series of round table meetings with top airline officials designed to gain a better understanding of common air problems.

Headquarters of the Industrial Traffic Managers Aviation Council is located at 1320 Webster Street, Oakland 12. Secretary-treasurer of the organization is Howard Waldorf of the Oakland Chamber of Commerce.

NWA Prompts Shippers On DC-8C Orient Service

The fastest air freight service across the Pacific is how Northwest Airlines describes its new DC-8C jet flights to the Orient. Shippers are being notified that expedited customs clearance combined with the NWA jets will enable next day delivery in Japan.

T. R. Nolan, NWA's director of freight sales, holds that the Northwest DC-8Cs will offer substantially more air freight space and handle larger packages than former cargo/passenger flights.

The forward compartment of the NWA DC-8C will carry 10,350 pounds and the aft compartment 10,500 pounds. Increased floor loading limits will allow 120 pounds per square foot. Packages with dimensions of up to 36"x30"x60" can be accommodated in the aircraft.

By August 1, NWA will have placed the DC-8C in service over the following routes: New York-Tokyo; Seattle/-Tacoma-Tokyo; Chicago-Tokyo; Tokyo-Manila; and Tokyo-Okinawa-Taiwan.

Proposals Due This Month On Optimum AF Cargo Plane

Aircraft industry proposals for an optimum Military Air Transport cargo plane will be submitted to the Air Force the middle of this month. An initial Air Force request specified late July but the month was moved up to give the Air Research and Development Command time to draw up more complete plans. Target date for final negotiation of an industry-Air Force contract has been set at January 1.

The Air Force wants the final product to be operational "as soon as practicable—in no case later than fiscal year 1964." It would like to see the first production results off the assembly lines in calendar 1963.

Designers will be limited to "powerplants which will be in a production status in 1963." Turboprops are not barred but Air Force officers have made their preference for turbofan engines quite clear in testimony before Congressional committees.

Both military and civil versions of any final design must meet yardsticks for airworthiness laid down in the Civil Air Regulations. To achieve this end, both military and potential commercial users have been consulted in drawing specifications.

We've CUT the ground anchor from Los Angeles Air Freight shipments
You won't lose the time you save in the air through slow ground hauling to and from the airport in Los Angeles. Your scheduled airline provides fast, dependable Atlantic Transfer service.
Modern, radio-equipped Atlantic Transfer trucks pick up and deliver air freight daily at Los Angeles airports . . . meet incoming and outgoing planes on time . . . make sure that every air shipment gets quick ground transportation.
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CALL YOUR SCHEDULED AIRLINE FOR AIR FREIGHT DOOR TO DOOR OFFICIAL PICKUP-DELIVERY SERVICE
ATLANTIC
• FOR OVER HALF A CENTURY •
TRANSFER CO.

AIR CARGO

AUGUST, 1960 Vol. 4 No. 8

CAB and the 25 Mile Limit

The informal investigation of pick up and delivery reaches into areas where opinions are strong and where the findings will have a marked influence on the development of air freight

THE INFORMAL INVESTIGATION of air freight pick up and delivery limits could well develop into one of the most important issues to appear before the Civil Aeronautics Board in years.

To get the "informal" investigation underway, CAB's Director of the Bureau of Air Operations asked air carrier presidents for comments on a Board policy which invoked a "rule of thumb" 25-mile pick up and delivery limit.

Both indirect (forwarders) and direct air carriers were invited to comment. Many did (Docket 11336).

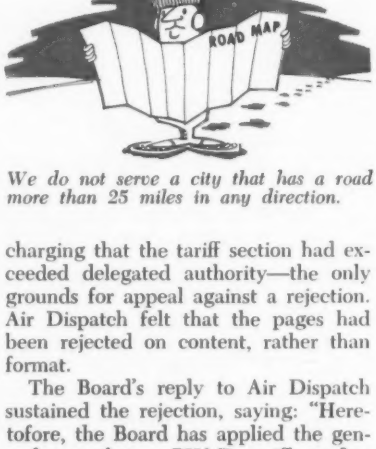
Generally, the replies fell into three categories: (1) Junk the 25-mile "rule of thumb" or any other idea which bases pick up and delivery limits primarily on mileage; (2) Stick with the 25-mile limit but allow liberal departures upon proof of justifying circumstances; and (3) Tie down an exact limit (25 miles, for example) based on mileage.

One very different reply came from Ellis Air Lines. Ellis, which operates in the far reaches of Alaska, said, "no comment," then added, "if you will permit a note of levity, we can state that Ellis does not serve any city that has a road more than 25 miles in any direction."

Another different reply came from American Airlines which did not like the 25-mile rule of thumb nor the conditions which brought about the investigation.

The chronology of events suggests that Air Dispatch, Inc., an air freight forwarder based in Memphis, Tenn., triggered the investigation.

In February of this year, Air Dispatch revised its tariffs to provide pick up and delivery out of Memphis for a number of points considerably more than 25 miles from Memphis. The pages were rejected by the Board's tariff staff. Air Dispatch modified its filing to drop some of the more distant points. Again there was a rejection. Air Dispatch appealed to the full Board,



We do not serve a city that has a road more than 25 miles in any direction.

charging that the tariff section had exceeded delegated authority—the only grounds for appeal against a rejection. Air Dispatch felt that the pages had been rejected on content, rather than format.

The Board's reply to Air Dispatch sustained the rejection, saying: "Heretofore, the Board has applied the general test that a PU&D tariff confine itself to ground transportation within an area of 25 miles from the airport . . . while the latest tariff pages are more restricted than the earlier filing in that they omit a number of the more distant points, nevertheless, they do not meet the 25-mile test."

The CAB then noted in its letter to Air Dispatch that a study of the general problem of the regulation of ground movements connected with air transportation had been started.

When the request for comments reached the air carrier presidents, Air Dispatch was ready. In a carefully documented letter, Air Dispatch traced the record of regulations governing ground transportation, and concluded that there is no legal justification for arbitrary mileage restrictions on air freight pick up and delivery service.

The forwarder asked that the Board "recognize that the movement of property between any point and the nearest airport through which adequate air freight service is provided is a service in connection with air transportation and that such movements are within the 'terminal area' of such airport for the purpose of the air transportation of property, regardless of the distance from such airport."

As did most of the other replies, the Air Dispatch statement argued that no further legislation is required—that the CAB presently has all the authority necessary to completely control the ground movements of freight which is moving in connection with air transportation.

Considerable shipper interest was generated by Air Dispatch. Some 30

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shippers addressed letters to the Board to commend Air Dispatch's service and to ask the Board not to rock the boat by limiting pick up and delivery to 25 miles from airports.

The companies all noted a great reliance on air freight, but pointed out that air freight service is of little value unless it is a door-to-door service.

Berry Hydraulics of Corinth, Miss., for example, wrote: "we are located approximately 90 miles from the Memphis airport . . . in the past it has been necessary for us to make a special trip to the Memphis airport with air freight using our own trucks and personnel . . . Air Dispatch's service has saved us considerable time and expense. . . .

". . . A major portion of our business has to do with the lumber industry, and as such, our customers are located in sparsely settled regions and in small towns. Most of these communities have no regular common carrier service. . . . We have no direct interest in Air Dispatch, however, the service (air freight with pick up and delivery) is one which we very urgently require and request. . . ."

Itawamba Manufacturing Co., Fulton, Miss., stated its case in this fashion: ". . . To suddenly put us in the position of being unable to obtain expeditious pick up and delivery service between our plant and our main airport city of Memphis, while leaving our competitors who may be located in a certain radius of Memphis the advantage of expeditious pick up and delivery, will place us at a distinct disadvantage in properly competing in our market. By the same token, we have large competitors who would be able to afford their own truck operation between their plant and Memphis if the plant were located outside the 25-mile radius, while we, being a smaller company, would not be able to maintain such service.

"To begin the use of regular truck common carrier service, which is not properly equipped to expeditiously handle air freight shipments, would be to create a situation by which we would pay a large premium cost freight rate in order to ship by air, but which would deny the inherent advantage of such transportation due to the transfer time between our plant and the actual enplaning of our shipments."

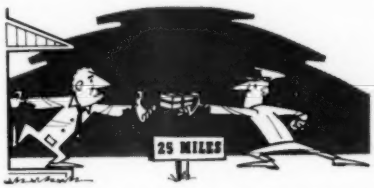
The views of Emery Air Freight, while expressed differently than Air Dispatch's, frowned upon the 25-mile limit. Emery, based in New York, cited the impracticability of the 25-mile limit in the six New England states.

"In this rich air freight market," Emery said, "there are two dozen or more airport cities served by airline schedules, but at only two—Boston and Hartford—is there airlift for freight other than in limited passenger-cargo aircraft. To serve all shippers of New England adequately, to give them the benefit of overnight service to distant destinations and from distant origins, which is enjoyed by Boston and Hartford shippers, it is imperative that ground transportation range widely each morning from, and each evening to, the airlift centers."

ABC Air Freight, another forwarder based in New York, felt differently. ABC feared any expansion of PU&D limits on the grounds that unrestricted pick up and delivery would permit discriminatory rate cutting almost impossible to control.

The direct air carriers had as many divergent views as the forwarders.

United Air Lines thought the 25-mile "rule of thumb," liberally interpreted, was a good solution to the problem. Trans World Airlines thought the limit could be extended. Northeast



Service is of little value unless door to door.

Airlines favored unlimited PU&D, while Pan American World Airways argued for pick up and delivery service between any point and the nearest airport with adequate service.

The concept that pick up and delivery should be allowed between any point and the nearest airport with adequate service had many adherents. But some of the local service airlines were obviously worried that an expansion of pick up and delivery areas might find trucks replacing local service hauls.

American Airlines opposed a mileage limitation on pick up and delivery, pointing out that through the power to investigate the lawfulness of any tariff filed with CAB, the Board would be able to provide for the necessary flexibility in the rendition of air freight service and at the same time impose such limitations as are required to carry out regulatory functions in the public interest.

To decide whether a pick up and delivery tariff was good or bad, American suggested that the following factors be considered: (1) the relative proximity of other air terminals to the proposed pick up and delivery point; (2) the nature of cargo service available at the other air terminals which are closer to the proposed pick up and delivery point, i.e., whether the closer airport receives all-cargo service or service from all-purpose planes having substantial cargo capacity, such as, large jet aircraft; (3) the length of the proposed ground haul in relation to the air transportation with which it is being linked (4) the nature of the traffic involved (its perishability, for example, or its amenability to travel on all-purpose aircraft).

"While the distance factor may be a point of departure for the kind of economic analysis which should be undertaken, it should not be the most important factor and must not be the only factor if flexibility rather than artificiality is to be the dominant consideration."

Then, American introduced the snapper.

"From the standpoint of fair and flexible regulation the manner in which the Board disposes of particular questions raised by the filing of tariffs is as important as the substantive regulatory policy," American's letter read. "Your (the CAB's) letter notes that in the past the Board has rejected tariffs which extend beyond the so-called 'rule of thumb.'

"The treatment of questions raising substantive economic issues by the handy procedural device of tariff rejection is neither sound, fair, nor lawful economic regulation and should not be continued regardless of the Board's ultimate determination on the substantive policy matters."

It is not sound, American continued, because it deprives the Board of the opportunity to consider substantive, economic considerations presented in any tariff filing relating to the service offered. It is not fair because it precludes the carrier filing the tariff from offering for full consideration the economic justifications which prompted the proposed service. It is not lawful because the Board's power of rejection extends only to matters relating to form, not substance.

"As to substantive matters contained in tariffs proper in form, the Board's authority to investigate, and if necessary to suspend, such tariffs . . . assures the Board sufficient regulatory control over substantive economic issues—such as the appropriate limits on the scope of pick up and delivery service. It is the only procedure which assures the carriers an opportunity to present pertinent evidence in support of a proposal.

"The protection provided to all concerned—the regulator, the regulated, and the using public—by the suspension power should not be sacrificed for tariff rejection, however more convenient that device may appear."

REA's bus-back container holds 1½ tons of freight. Between towns it is hauled by bus; within major cities, by REA truck

At REA—They Deify Speed

The new concept which is creating a high-speed, all-purpose freight carrier is rapidly moving the Railway Express Agency into a realm where neither railway nor agency are fitting titles

THE MODERNIZATION of the Railway Express Agency under its new president, William B. Johnson, is going to be complete, even to a new name.

Johnson, who took over in March 1959, said the firm needs to find a name more befitting the modern-day express business and its diversified and far-flung domestic and international services by air, highway, and sea, as well as by rail.

"We need," Johnson said, "a name more accurately descriptive of what we are, what we do, and how we serve shippers everywhere."

How REA serves the shippers is bringing about some marked changes in the company, but nothing will have a greater effect than the philosophy that Johnson brought in—REA should be run as any other business which includes the right to make a profit, or show a loss.

Since early in 1959, Johnson's organization has:

Acquired a new contract with the railroads, the owners of REA;

Acquired a new contract with the airlines, REA's partners in air express;

Signed agreements with several airlines to provide for the through handling of shipments in coordinated air freight-surface express to and from non-airport cities and towns;

Signed a contract with Trans-Texas Airways to provide local pick up and delivery service at nine points on the Trans-Texas system;

Ordered more than $6 million worth of trucks and tractor-trailer equipment;

Moved well into a containerization program for the bulk movement of many little shipments; and,

Launched a bus-back operation.

Not so apparent, are changes in rate making philosophy and a program to simplify tariffs and the paperwork.

Throughout all of the changes run a strong emphasis on the "express" character of the business, and it seems reasonably sure that any new name will include the word, "express."

Name Finding Contest

To help find the name, REA opened a nationwide employes' contest. The contest closed July 26, but it is expected to be some time before suggested names are evaluated and the results announced.

"Certainly," Johnson said, "the words 'Railway' and 'Agency' in our present name are misleading. This is true not only because of our use of all means of transportation, but, also, as to the line-haul routing, rate making, and management freedoms provided for the first time in our new agreement with the nation's railroads.

"It is apparent," he continued, "that 'express' is the one word in our present name that is fully descriptive."

Descriptive though the word may be, it does not tell the whole story. Not only is the company a domestic express common carrier, both air and surface, but it also functions as a foreign freight forwarder, customs broker, international surface carrier and international air cargo sales agent.

Most important to the company's well being, however, are the transportation activities. For this phase, Johnson believes freedom of routing is the keystone.

For Air Express, the new contract provides that first the needs of the shipper be satisfied. Where competing flights will satisfy a shipper's needs, Express is directed to show no partiality. Equal amounts of traffic should go on each.

For surface express, again, the new contract provides freedom of routing. The railroads have surrendered contractual rights to traffic.

"We are using the freedom of routing privilege," Johnson said. "We are taking traffic according to our own judgement from one railroad and put-

ting it on another. We are taking traffic from the railroads and putting it on the highway—some in our own trucks and some in trucks of motor common carriers where that seems the more efficient and economical thing to do. We also have the authority to fly our traffic if we could find some way to get the Civil Aeronautics Board to let us do so . . ."

The freedom of routing is a preparatory step to the ultimate freedom—freedom to make or lose money.

Johnson explained that REA had never made or lost a dollar. The accounting has been such that after local expenses have been paid, the remainder of what was collected from shippers was turned over to the railroads. The rails made no charge for transportation, but settled for what was left.

In July, 1961, REA will start buying transportation from the railroads. It could not be done last year when the new contract with the railroads went into effect because, said Johnson: "frankly, we couldn't afford to buy much of anything when the contract was written. A fixed obligation would have bankrupted us."

When REA does start to pay for transportation, then the books will unmistakably show whether the firm is making the grade or not.

In the process of getting his organization in shape to pay bills, Johnson has taken a long, hard look at local express offices. A good many are being consolidated, but not at the expense of losing business.

"We are not quitting," Johnson added, "we are expanding, even though we do propose to serve people through fewer offices."

In June, direct air express service was inaugurated at Evanston and 13 other neighboring points in Illinois. The new, more economical service results from making Evanston a part of the Express company's terminal pick up and delivery area of the Chicago airports.

Prior to this change, air express shipments moving to and from the Evanston area were routed via downtown Chicago, then hauled by train or over-the-road truck to Evanston. The change will let the shipments move directly from the airports—saving considerable time, and money. Local users will not have to pay the surface haul charges which formerly applied. The minimum savings per shipment amounts to $2.57 and greater economies result from heavier shipments.

Other points included in the Evanston change for the new Air Express service are Fort Sheridan, Glencoe, Highland Park, Highwood, Hubbard Woods, Kenilworth, Morton Grove, Niles, Northfield, Ravina, Skokie, Wilmette, and Winnetka.

Again in June of 1960, but to solve a different problem, the Express company has come up with a combination of ideas demonstrating some constructive thinking.

Bus-back Service

The idea is called bus-back. It employes a 1½-ton, wheeled container, hauled behind a bus to serve communities without other common carrier service.

At origin and destination bus stations, the containers (1½-ton semi-trailers) are pulled by express trucks to and from the local express terminals. There, shipments are handled for local delivery, or are received from or forwarded along Express's 425,000-mile nationwide air, rail, highway or water transport network.

First of the bus-back services was inaugurated on a daily basis, in both directions between Joplin, Missouri, and Harrison, Arkansas, to replace a discontinued train service.

Bus service for the transportation of things is not new. The bus companies, themselves, have long had a small shipment service for communities in out-of-the-way places, and the airlines, several years ago, entered into a bus-air agreement with the Greyhound organization to provide an integrated bus-air service. Nor are containers for consolidating shipments new. But the combination of the two ideas, very economically extends the reach of the express company.

In the original operation, Transcontinental Bus System, Inc., of Dallas, performs the line haul between Harrison and Joplin.

Two Doors Aid Loading

The semi-trailers (Pups) have a two wheeled body, 8-feet long, 7-feet wide, and 5-feet high. They are equipped with rear and right side doors for easy loading or unloading. They are called Flxible VL trailers, and are manufactured by the Flxible Co., Loudonville, Ohio.

The Express company expects that other bus-back services will be inaugurated soon.

In each area of REA's operation, there have been improvements. How much each area has improved is difficult to measure since so much effort is being devoted to relate each division to the whole. For example, the bus-back operation will certainly help the Air Express Division. In a similar fashion, the coordinated air freight-surface express agreement will bring more traffic to the surface division. The agreement with Trans-Texas will permit REA's trucks to perform more service, generate more revenue, generally, be more efficient.

The improvements were not unanticipated. In the air express division, for instance, traffic and revenue figures are running just about as forecast.

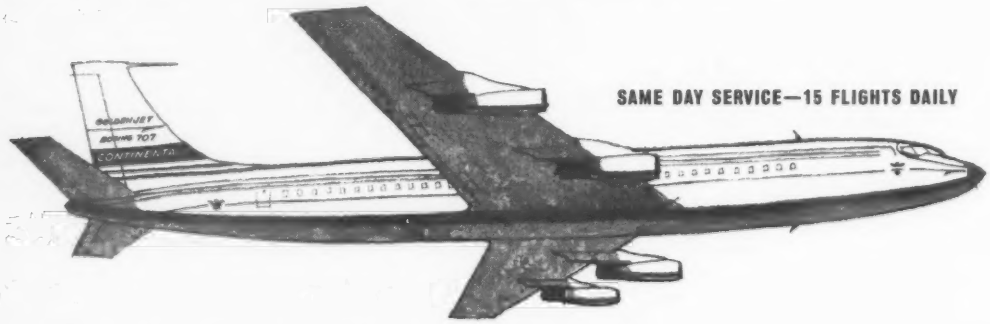
A forecast of success is not the only reason Johnson figures his concern will make a go of the express business. For 30 years, the company managed to stay afloat with almost no management freedom. Now, with the perogatives of management the future seems assured.

Comparative Statement of Air Express Shipments and Revenue
May 1959-1960

	MAY 1960			MAY 1959		JANUARY 1—MAY 31		
	FORECAST	ACTUAL	FORECAST ATTAINMENT	ACTUAL	% OF INCREASE	1960	1959	%
SHIPMENTS	547,877	529,493	96.6	496,973	6.5	2,653,300	2,448,304	8.4
REVENUE	$4,138,728	$4,040,297	97.6	$3,779,617	6.9	20,267,170	18,600,514	9.0
AVERAGE REVENUE PER SHIPMENT	7.55	7.63	101.1	7.61	..	7.64	7.60	.5
TON MILES	.....	4,692,552	....	4,554,100	3.0	23,748,489	22,039,804	7.7

Only on Continental—most experienced jetline in the West!

THE MOST PURE JET CARGO FLIGHTS BETWEEN CHICAGO AND LOS ANGELES



SAME DAY SERVICE—15 FLIGHTS DAILY

Golden Jet Boeing 707s serve Denver and Kansas City, too!

Even *people* can't travel between Chicago and Los Angeles any faster than your cargo can—on Continental's 600-mile-an-hour Golden Jet transports. The reason?—a cargo schedule just as convenient as a jet-age passenger schedule! Goods are *delivered* the day they're *shipped*.

Giant-size doors on the Golden Jet open into a giant-size cargo hold. Your goods—small *or* large—board gently and travel in heated, pressurized, jet-smooth comfort—just as *you* would if you were a passenger upstairs. Perishables, critical components, deadline merchandise, arrive when they must—on time.

Continental's jet-power cargo fleet also includes the only Viscount IIs in the nation, and serves twenty-three cities in the West and Southwest. To find out how to put this jet-power fleet to work for your company, contact your airfreight forwarder or write Mr. Lee Slay, Director of Air Cargo Sales, Continental Airlines, Stapleton Field, Denver 7, Colorado.

New! Low deferred freight rates now available between Chicago, Kansas City, Denver, Los Angeles.

CONTINENTAL AIRLINES

MOST EXPERIENCED JETLINE IN THE WEST

Now
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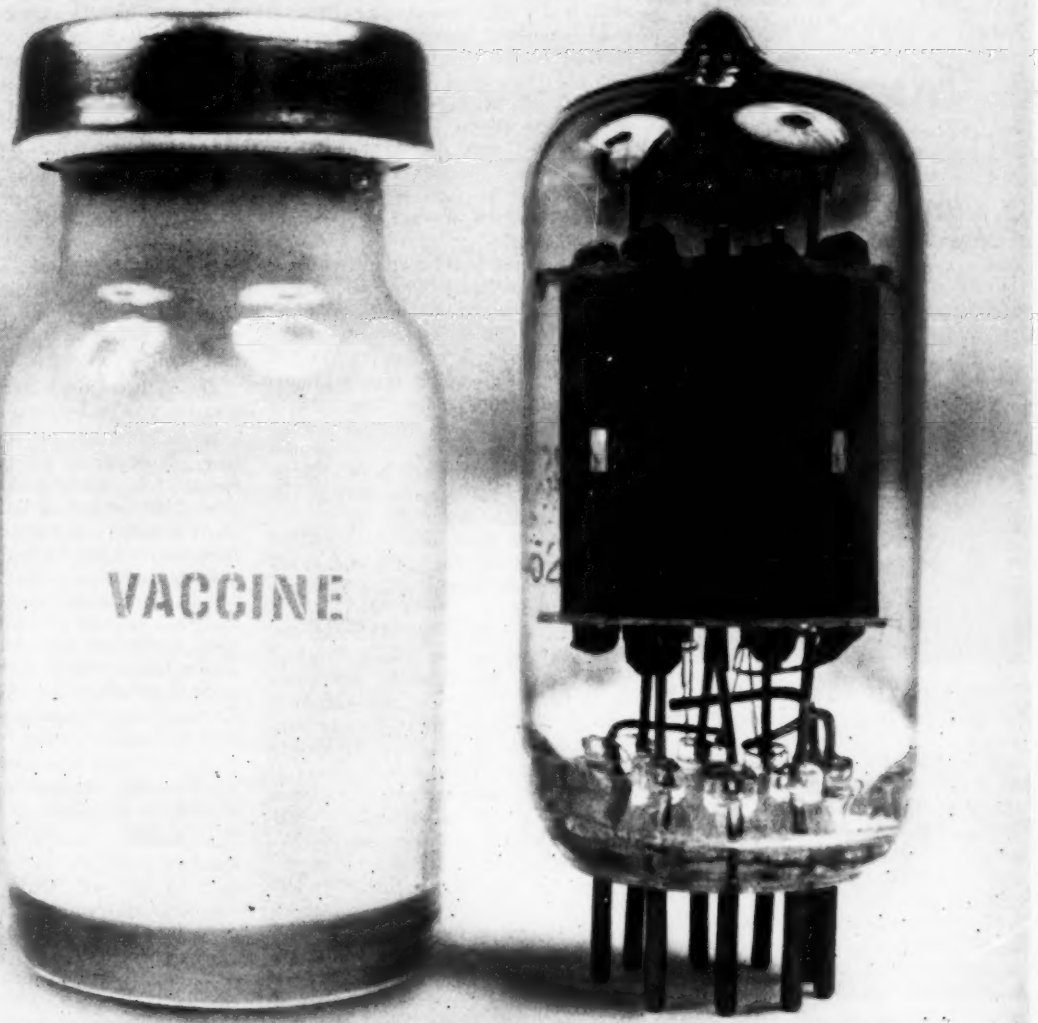
SHIP IT FAST!

SHIP IT SAFE!



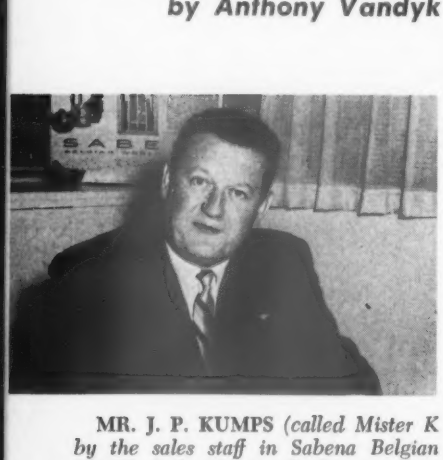
SHIP IT AIR FRANCE JET!

Fastest way to ship perishable items non-stop to Paris! Safest way to ship fragile ones, too. Air France 707 Intercontinental Jets speed to Europe at nearly 10 miles a minute. Cargo compartments are pressurized . . . temperature-controlled . . . perfect for even the most delicate loads. You save on crating, shipping weight. Lower insurance costs, too. Over 20 jet cargo departures every week. Fast jet connections throughout Europe, Africa and the Middle East. No lower jet cargo rates. Air France speeds cargo to more cities in more countries than any other airline.

Now . . . convenient departures from NEW YORK, CHICAGO, LOS ANGELES. A total of 21 Boeing Intercontinental flights a week. 17 from New York, 2 from Chicago, 2 from Los Angeles. More jets to Paris than any other airline!

Rebates For Volume Suggested

by Sabena's manager of sales when interviewed by Anthony Vandyk



MR. J. P. KUMPS *(called Mister K by the sales staff in Sabena Belgian World Airlines) joined the company early in 1946 after having served with the R.A.F. in Italy and Germany.*

Mr. K . . . started his career with Sabena in the Commercial planning department where he familiarized himself with schedules, tariffs, regulations and I.A.T.A. matters.

He was appointed sales manager for South West Germany in Frankfurt and Stuttgart in 1951 and returned to the head office in 1954 to occupy a new function created by the management.

Until mid 1955, he travelled "round and round" to reorganize the Commercial Offices, open new branches, hire sales personnel and study the problems on the spot with the men in the field.

In July 1955, Mr. K . . . was promoted to his present position, in charge of general sales—passengers and cargo —for the network.

WITH 80% OF ITS TRAFFIC *only passing through, the Belgian flag airline has made Brussels a formality-free, quick transfer point for air freight.*

Q. What are the cargo operations of Sabena?

A. In addition to carrying cargo on all our passenger flights, we operate scheduled long-haul all-cargo flights to New York and, in association with our new partner Persian Air Services, to Teheran. Douglas DC-6A and DC-4 equipment is used for our long-haul cargo flights, but shortly we shall put into operation the first of two DC-7Cs converted into freighters. Feeding these long-haul flights, are scheduled services linking Brussels with London, Cologne, Dusseldorf, Nuremberg, Stuttgart, Vienna, Milan, Paris and Amsterdam. These flights are operated with DC-3s fitted with double doors. Furthermore, we operate DC-4 all-cargo flights within Africa.

Q. How much of your total freight is transit traffic?

A. About 80%. As a result we have tried to make Brussels an ideal transit center and to achieve quick transfers with no formalities. The freight area at Brussels airport is a free port and if necessary, goods can be repacked there. There are facilities in the free port for goods to be shown to prospective buyers without having to be cleared through customs. We also have at Brussels facilities for accommodating and feeding animals in transit.

Q. Do you think that there will be a continuing need for piston-engine all-cargo aircraft when the jets are fully in operation?

A. Yes I believe so. Although we have received our five Boeing 707s and have been engaged in jet operations since January, we do not yet have enough experience to make any very definite findings. However, it seems that freight capacity is not always as great as the manufacturer's brochures indicated. The jet is particularly sensitive to altitude and temperature. We have found that on flights from the Congo to Belgium, available freight capacity has been less than we anticipated. Moreover, the jet will not easily take bulky and heavy shipments. We are converting a couple of our DC-7Cs.

Q. What do freight forwarders in Belgium think of the new rates that went into effect on the North Atlantic on April 1?

A. In general, they think that the airlines have too many rates and that these rates are changed too often. They consider that the rates have been established in rather empirical way. The Belgian forwarders feel that in too many cases there is no reason for such widespread differences in rates for hauls of similar length in different parts of the world. It seems to them that the airlines use a "trial and error system" for setting cargo rates. However, I believe that the new rates will be generally helpful. It is too early yet to know what additional business they will bring. I can say all the same that April was a good month for us with the North Atlantic all-cargo aircraft filled to 85% of capacity eastbound.

Q. What are your views on the present rate structure?

A. I believe there is considerable room for improvement. We are all in favor of reducing the rates, provided they give us a reasonable amount of return. But I believe that we must also work more on volume with more break points and provide for larger shipments because, after all, what we are after are elements of, say, 15 tons each instead of lots of little parcels. We must go after large shipments and therefore we must decrease the rates in proportion to the volume offered. That is why the introduction of break points for 500 kilos, 1000 kilos and even 2000 kilos was a good thing. We believe that the future of air freight is intimately linked with volume rebates and volume contracts.

Q. Is there much surface competition for you in Belgium?

A. Belgium is traditionally a country where most export goods go by water —sea, river or canal. Antwerp is the second largest port of Europe and most of its activity is connected with cargo. However, we are finding that shippers are gradually moving over to air freight, particularly when they find out that they can cut their costs. The Belgium forwarders have done a good job for us, but of course they always complain that their commission is too small. Certainly a 5% commission is not a very big incentive.

Q. Have you any comments on the supplemental charges made by forwarders to shippers?

A. Indeed I have! Maybe giving forwarders a higher commission would help to do away with these various supplemental charges which are doing great harm to the air freight business. These charges include items for the preparation of documents, clearance, cartage, etc. All these additional charges go on to the shipper's bill and he gets quite a shock. He does not differentiate between the charge for transportation and the various supplemental charges put on the bill by the forwarder. The forwarder tends to put these additional charges on the bill because he cannot make a living from his commission on the actual air transport. This problem is particularly serious in the case of small shipments where the supplemental charges come out to almost as much as the cost of transport. Of course this problem is partly caused by the red tape which still surrounds the shipment of air cargo.

Atlantic Attacks Dock-Airport Lag

By DONALD J. FREDERICK

THE TWIN CARTAGE specters of mounting labor costs and volume bottlenecks have received a setback from the Atlantic Transfer Co. Confronted with the troublesome and costly peaks of shipments, Atlantic, the local cartageman for the scheduled airlines in Los Angeles, took the initiative and came up with its own solution to cut the lag between airport and receiving dock.

The answer was a mobile steel bin which could accommodate 1000 pounds of freight on each of its two shelves.

George J. Corsello, Atlantic's executive vice president and general manager, likes to compare the containers to miniature freight cars. He points out that they can be easily moved around the terminal, as well as on and off the firm's big trailers.

In addition, the units have doubled as storage receptacles. Apart from bulk shipments, Atlantic has been storing almost all of its freight in the bins.

Prior to the introduction of the four-wheeled bins last December, Atlantic's facilities were sometimes strained during any extended period of large volume shipment. Often, 800 to 900 inbound shipments awaited delivery on Monday morning. These shipments were bulk loaded at the airport and later broken down by route and destination on the Atlantic dock. Costly delays were inevitable.

The bins overturned this procedure and at the same time drastically cut inbound handling time. Now, preloading according to route and destination, takes place at the airport. An Atlantic dispatcher makes the separations.

Bins Are Rolled Aboard

With initial separation out of the way, the bins are pushed aboard the Atlantic trailers and deposited at the cartageman's downtown dock. A 20 foot trailer can handle 15 of the bins; 12 can be placed in a 16 footer.

Once at the Atlantic terminal, the loaded bins are rolled off the trailers and immediately positioned according to any of Atlantic's 11 delivery routes.

Previously, a driver had to search for shipments all over the Atlantic dock.

Now no further sorting is necessary and two additional handlings have been eliminated.

Time savings were immediately apparent. A 40 ft. trailer, which had formerly required 1 hour and 45 minutes to unload is now emptied in 15 minutes. With the extra handling eliminated, some drivers were on the streets two hours earlier.

As a result, customers were receiving their shipments earlier and the drivers had more time to make afternoon pickups. Airport congestion was relieved. The Atlantic drivers arrived earlier in the evening, preceding house trucks.

No More Hunting

A driver can easily spot the bins which belong on his particular route. The various routes are indicated on blackboards which are attached to the side of the bins. For cross referencing, each airbill is marked with the appropriate bin number.

Shipments picked up in the L.A. area are brought to the downtown Atlantic terminal and placed in bins, marked according to airline. The number of the bin is noted on the airbill. Thus, when the bin reaches the airport, the airline agent knows exactly where to find his freight.

Before the introduction of the bins, outbound shipments were separated after delivery at the airport. If a shipment was needed for an immediate flight, an agent sometimes had to play hide and seek with a whole trailer load of shipments.

Atlantic can drop off outbound shipments in 15 minutes. Time savings are estimated at anywhere from 45 minutes to 1 hour over the old method. And as a valuable by-product, more airport parking space has been released. Atlantic's trucks are getting in and out of the terminal much faster.

Bulk shipments have not stymied the bin operation. The cartageman's airport dispatcher knows exactly what is placed in each bin and can sign a manifest covering bulk receipt. When a bulk delivery is dropped at the airport, the airline merely has to sign the words "bulk loaded" on a receipt.

Any questions on figures or possible mixups can be brought to the attention of Atlantic's dispatcher. No snags have yet developed.

Atlantic is not jealously guarding its bins. On the contrary, the firm has shown no reluctance in checking out the bins to large shippers or the airlines. In the sharing process, time savings are spread over a larger base.

The company keeps track of bins on loan with a daily check sheet which designates the location of each bin. To date, none of the bins have gone astray.

The smoothness with which the bins have been integrated into the Atlantic system is not due to hit or miss planning. The firm methodically tested over 11 different containers before placing an initial order with a manufacturer for 300 bins.

Designed especially for the Los Angeles cartageman, the final product rests on four wheels, one of which is equipped with a self contained brake. The unit has two separate shelves. Each holds 1000 pounds of freight. Empty, the container weighs 200 pounds. Dimensions are 4' x 29" x 69".

A Necessary Improvement

Atlantic is not claiming that its bin is the ultimate in containers. But Theo Karcher, the firm's air cargo manager, feels it is a stride forward which will redound to the benefit of the whole industry. As Karcher explains: "The entire program was initiated because we had to get something going that was needed by both the industry and ourselves."

Although Atlantic has been very pleased with the bin operation, the firm is determined not to rest on its laurels. If changes in the bin plan become necessary, Atlantic is determined to make them.

Meanwhile, the bins have become a familiar and welcome fixture in the Los Angeles air cargo community. Airline acceptance has been so good that Atlantic has ordered an additional 300 bins for delivery by the end of the year.

Eventually, the company will own about 1000 of the containers. Total investment in the containerization program will amount to $100,000.

CAB

Int'l Forwarder Authority Voted American Express

Perseverance has paid off for the American Express Company. Some two years after making application to the Civil Aeronautics Board, the firm has been granted temporary authority to act as an international air freight forwarder. The authorization runs for three years.

In imposing the three year limitation, the Board upset an examiner's initial decision recommending five year authorization. CAB said it adopted the shorter period, because "our responsibilities will not permit us to give Express unlimited authorization at this time and we consider the examiner's five year limitation to be too long under these special circumstances."

American Express' "special circumstances" include world wide banking, financial and travel facilities. The Board explained that the three year period would be used to evaluate the impact of the new international forwarder's extensive operations on the rest of the industry. The Board also felt the three year limit would "allow an assessment of the degree to which Express' contracts with surface carriers have caused diversion of traffic from domestic air freight, whether significant conflicts of interest have developed because of its interlocking relationships, and whether direct air carriers and competing forwarders have been adversely affected by its travel agency operations."

As an immediate safeguard, the Board imposed what it described as "very moderate" reporting requirements on Express' banking and financial activities. Specifically, the forwarder will be asked to maintain a record of shipments on which it provides both banking and air freight forwarding services. The data will include details on the banking terms.

Sole dissenter in the Express decision, CAB Member Alan S. Boyd, took issue with the majority over the three year time limitation and the special reporting requirements.

Boyd felt the Express authorization should have run for an unlimited duration. "Time limits of this kind," he said, "serve only to confuse and make indefinite that which should be clear and established."

The reporting demands, Boyd felt, would be just so much more paper work for Express, a waste of effort and money. "I think that we ought first to have a complaint before requiring production of such documents," he maintained.

Transcontinental Routes Proposed For DAL, NAL

Routes which would link the east and west coasts across the southern tier of states have been recommended for National and Delta airlines in the Southern Transcontinental Service Case. Simultaneously, American, Braniff, Continental and Eastern airlines were also proposed for new routes.

Civil Aeronautics Board Examiner, Edward T. Stodola, who made these initial findings defined the Transcontinental proceeding as "perhaps the last great opportunity for some real regulatory statesmanship—i.e. action to reduce the tremendous disparity that now exists between the large and small carriers in the trunkline portion of the industry . . ."

Stodola took pains to point out that air freight traffic in the southern transcontinental area was far below what it could and should be. He felt that, in many parts of the area, lack of both all-cargo capacity and promotional rates together with outright refusals to carry important commodities have hamstrung cargo development.

The domestic airlines consider the case of prime importance. It will decide who will serve the last big route system not currently being served by a single carrier; and it will determine which airline or airlines will serve the last major long-haul domestic market now up for grabs.

Here is what Stodola proposes to remedy the "disparity."

National Airlines would be given a Florida-California route through extension of its Route 39 (a) beyond Houston to the coterminals San Francisco and Oakland via the intermediates San Antonio, El Paso, Tucson, Phoenix, San Diego and Los Angeles/Long Beach, and (b) beyond Houston to the coterminals San Francisco and Oakland via the intermediates Dallas, Fort Worth, Lubbock, Albuquerque and Las Vegas.

Delta Air Lines would receive an extension beyond Fort Worth to Lubbock and Albuquerque and (a) beyond Albuquerque to Tucson, Phoenix, San Diego and the coterminal points Los Angeles and Long Beach, and (b) beyond Albuquerque to Las Vegas and the coterminal points San Francisco and Oakland. Delta would be allowed to serve the west coast from points in

New CAB Member Sworn

PRESIDENT EISENHOWER looks on as John Stewart Bragdon, left, takes his oath of office as a Member of the Civil Aeronautics Board from Frank Sanderson, White House Administrative Officer. Bragdon, an interim appointee, will fill a term expiring December 31.

Florida and elsewhere on the eastern portion of its system so long as a mandatory stop was made at the junction point Atlanta.

Braniff Airways was proposed for an extension into Florida by adding to its Route 9 a new segment from the terminal point Fort Worth eastward to the coterminals Miami and Ft. Lauderdale via the intermediates Dallas, Houston, New Orleans, Tampa and St. Petersburg/Clearwater.

Continental Air Lines' authorization at Houston would be renewed on a permanent basis and a new segment added between Houston and the coterminals Los Angeles and Long Beach via the intermediates San Antonio, El Paso and San Diego.

Eastern Air Lines' Route 5 would be extended to give it a new regional segment between Atlanta and San Antonio via the intermediate points Birmingham, Jackson, Shreveport, Dallas and Fort Worth.

American Airlines Route 4 would be amended to close a gap in its system between Los Angeles/Long Beach and San Francisco/Oakland.

Stodola's decision discredited the present system of interchanges which have frustrated southern transcontinental shippers. The present Continental-American, Delta-American, National-Delta-American and Braniff-TWA interchanges would all be discontinued. Said Stodola: "While hindsight is always easier than foresight, the present record strongly points to the conclusion that the system of interchanges has been a mistake."

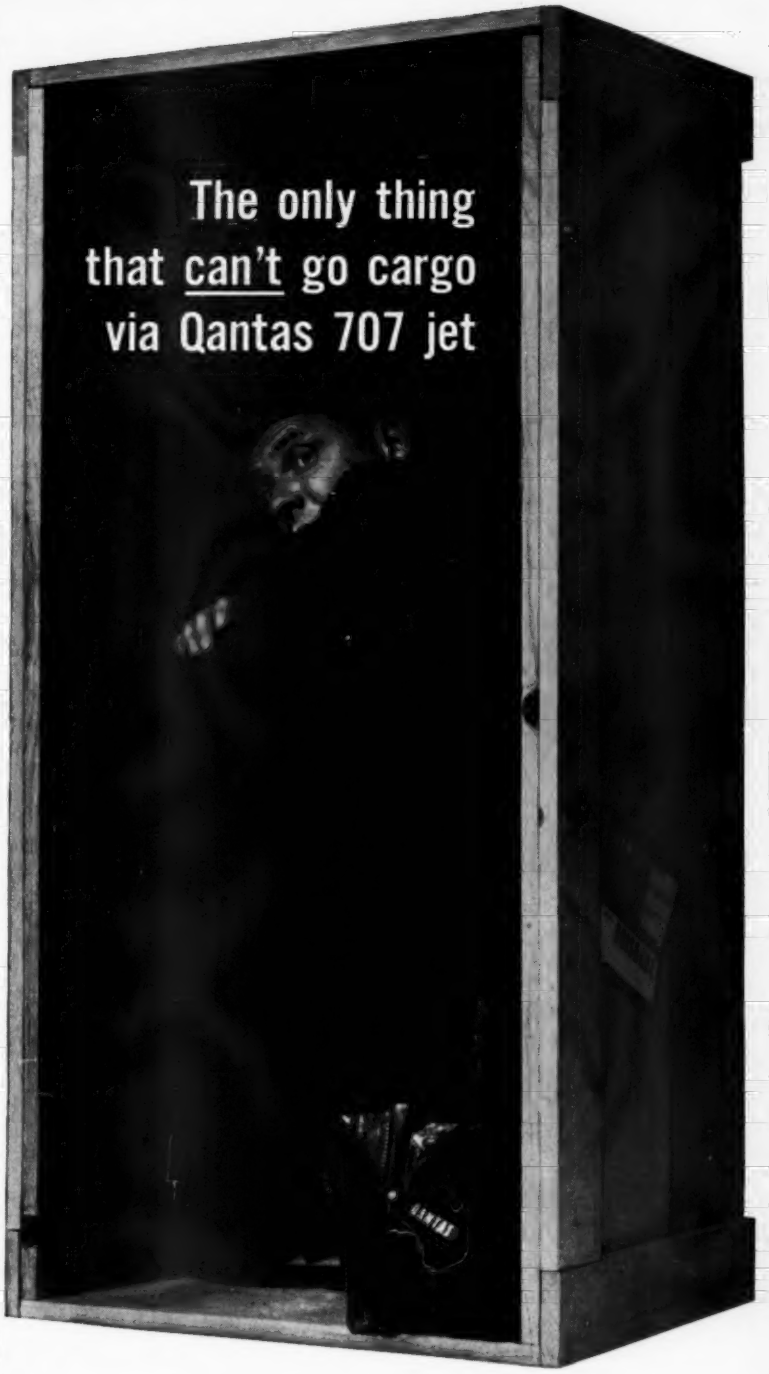
Referring specifically to cargo, the examiner heeded what he termed the "vital interest" of the Department of Defense in all-cargo service along the southern transcontinental route. "It is apparent," he said, "that there is a need for all-cargo service for the movement of military shipments in this area which exceed the capabilities of combination aircraft."

The Board is now considering Stodola's findings. Next step is oral argument at which parties will present their views to CAB. This will probably take place some time this fall.

New Reporting Rules Ease Forwarder Burden

A new economic regulation which modifies reporting requirements for air freight forwarders and cooperative shippers associations has been adopted by Civil Aeronautics Board. In promulgating the new regulation (No. ER-306) which Amends Part 244, the Board relaxed several rules which had been proposed in its February 1959 notice of rule making.

Forwarders whose annual air freight



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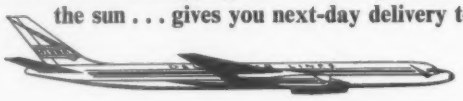

Delta all-cargo flights serve Atlanta
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forwarding revenues are less than $50,000 get a special break. The Board, heeding the argument that the paperwork burden would be unnecessarily expensive for smaller forwarders, modified its original proposals in Schedule T-1 (operating statistics) and Schedule T-2 (operating data).

Now, under Schedule T-1, information on surface shipments is not required and the report as a whole is only required of forwarders exceeding the $50,000 revenue mark.

The original proposal advanced under Schedule T-2 would have required all forwarders to show, for each originating air station, the number and tonnage of consignments to direct air carriers and the number of shipments received from shippers included in such consignments. The final rule states that only forwarders above the $50,000 bracket need supply this information. The T-2 has also been refined to facilitate obtaining the required data from the forwarders' records.

Another major change, in Schedule T-3 (traffic flow data), benefits all the forwarders. It will require that only the 10 most active pairs of air stations, based upon the total weight of their consolidations transported one-way between such stations, be reported along with the total weight of the consolidations. The proposed order would have required all forwarders to report origin and destination data on a continuous 20% sampling basis.

In addition, the Board eased reporting requirements proposed for Schedule P (the statement of profit and loss), by allowing less specifics on revenues and expenses stemming from accessorial services and non-air activities.

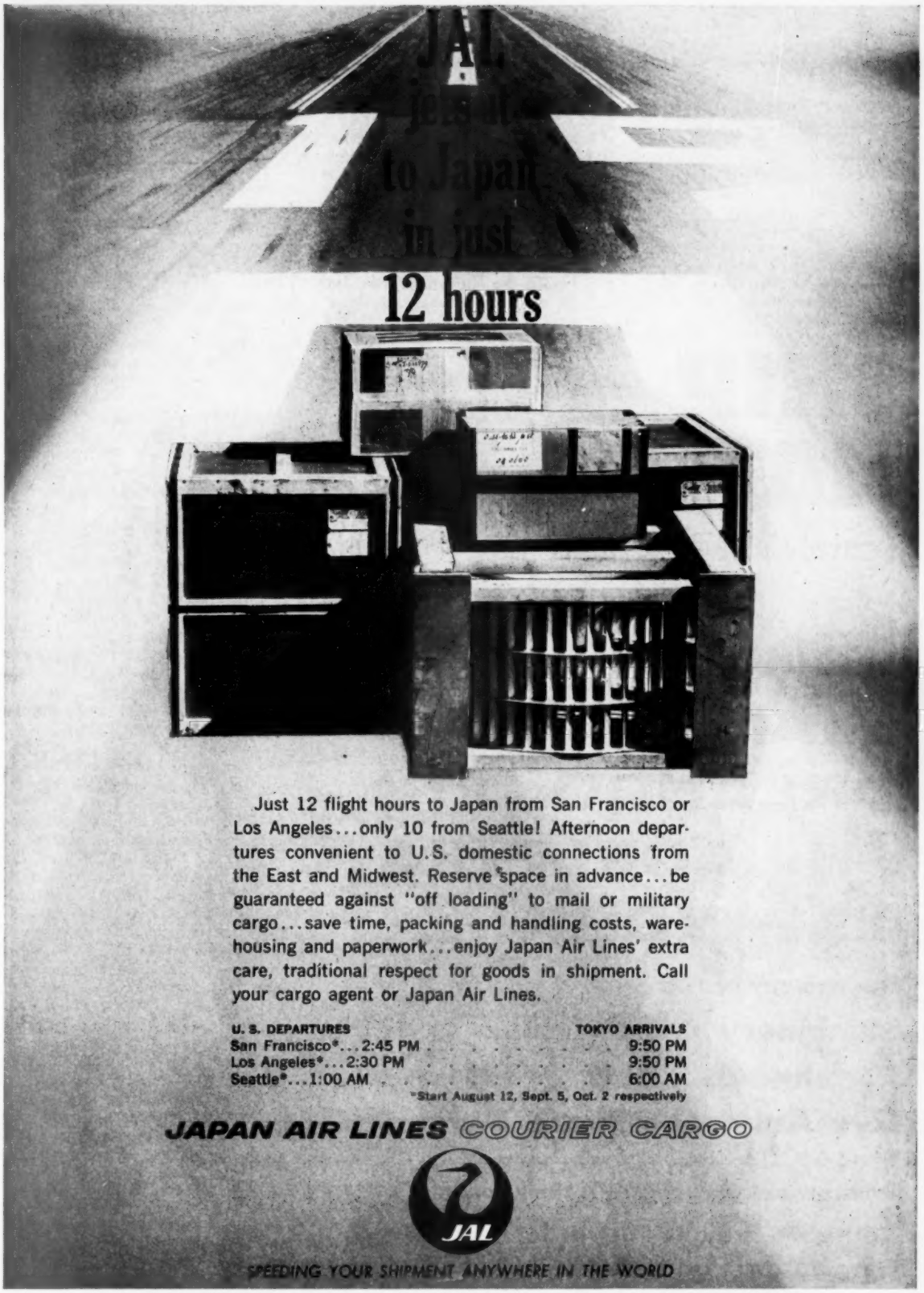
The Board's new reporting requirements became effective last month, however, the new requirements will first apply to the financial and operating reports due at the Board February 14, 1961 and will cover the reporting period July 1 to December 31, 1960.

CAB explained that it made the regulations effective without the customary 30-day notice period because: "There is a decided need for the aforementioned information to be filed by February 14, 1961."

Assembly and Distribution Charges For Forwarders Studied By Board

Views from interested parties on whether minimum assembly and distribution charge rules should be dropped as they apply to air freight forwarders were due at Civil Aeronautics Board late last month. In calling for opinions, CAB said it did not expect a lengthy hearing on the questions involved.

The Board indicated that if all the



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Los Angeles*...2:30 PM	9:50 PM
Seattle*...1:00 AM	6:00 AM

*Start August 12, Sept. 5, Oct. 2 respectively

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views favored eliminating the charges, expedited procedures could be adopted at prehearing conference.

Forwarders Seek Loosening Of Airline Billing Rule

A longer time period in which to pay airline bills is being sought by the Air Freight Forwarders Association. The forwarders would like a 21 day period in which to pay bills assessed by the airlines for all transportation charges. A current provision in the Board's economic regulations (Part 296.5) stipulates that airline bills be paid by the forwarders within a 7-day period.

The forwarders contend that the 7-day requirement is in most situations impossible to comply with under sound bookkeeping practices.

In a petition to the Board, the Association stressed that it was not seeking financial aid but only mechanical relief. The 21-day provision, the forwarders feel, would "not only be workable but would produce uniformity of treatment and call a halt to whatever preferences may now be practiced." They added that the new time limit would "by itself induce the airlines to complete their billing within a reasonable time."

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Military Mail Rate Set Up For Pacific Routes

A transpacific rate of 27.3¢ per ton-mile for the airlift of non-airmail military mail has been established by the Civil Aeronautics Board. The ton-mile figure is identical to the rate set up by the Board across the Atlantic, and was requested by Northwest Airlines, Pan American World Airways and Pacific Northern Airlines.

Low Traffic Points Target of CAP Proposal

In a move to bolster a shaky financial foundation, Capital Airlines has asked Civil Aeronautics Board for authority to drop "all markets on its existing system which are primarily of a local service character and which cannot support economically competitive patterns." The move would affect service to 27 Capital cities in seven states.

Routes and cities which would be eliminated under the Capital proposal include: (1) Route 41 by suspending service at Salt Ste. Marie, Pellston and Traverse City, Mich.; (2) Route 46, a local route between Pittsburgh and Buffalo via Erie, Pa. and Erie on Route 51; (3) Wheeling, Morgantown, and Clarksburg, West Va. on Route 51; (4) Transfer local authority on segment 3 of Route 51 to Norfolk, Elizabeth City, Rocky Mount, Raleigh, Greensboro, Winston-Salem, Charlotte, Hickory, Ashville and Knoxville to Piedmont Aviation; (5) Harrisburg and Williamsport, Pa., and Elmira, N.Y., as intermediates on Route 34; (6) Muskegon, Mich., on routes 14 and 41; (7) Raleigh, Greensboro, Winston-Salem, and Charlotte, N.C. as intermediates on Route 51; (8) Toledo as an intermediate on Route 14; (9) Segment 3 of Route 51 between the co-terminals New York and Newark and the intermediate points Philadelphia, Baltimore, Washington and Norfolk and Newport News-Hampton Warwick, Va.; (10) Baltimore as an intermediate on Segment 2, Route 51 and as a terminal on Route 14.

Capital emphasized its proposal would not cripple air service to the 27 communities, but would instead offer "an opportunity of obtaining improved air transportation by the local service carriers which are already serving such communities or can be certificated to provide the service." Further, Capital said, "being responsive to the needs and characteristics of this type of operation, local service carriers will be strengthened in the process as they draw upon enlarged traffic reservoirs."

Turning to the equipment problem, CAP pointed out that dropping traffic points primarily of a local service nature, would enable the airline to ac-

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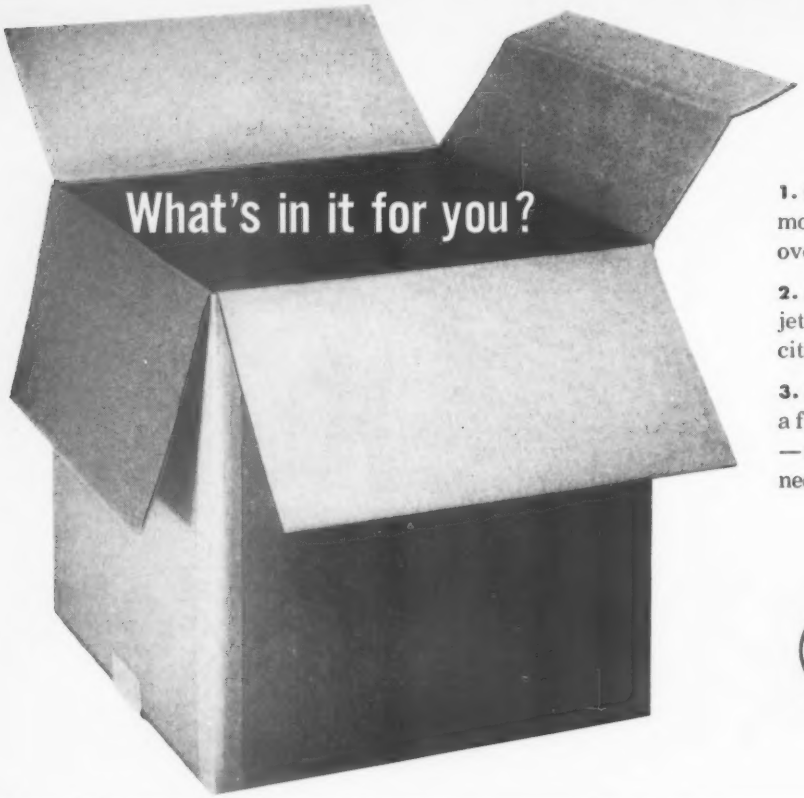

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celerate the retirement of DC-3 and DC-4 aircraft. "Continued operation of this equipment," CAP maintained, "would necessitate repeated cycles of costly overhauls and modifications. As a short-haul regional trunk carrier, Capital is in no position to re-equip with new aircraft to operate local-service and low-traffic density routes which are inherently uneconomic."

CAB CALENDAR

AUGUST

Aug. 3—**Lanica Renew foreign permit,** hearing, tentative (Docket 11216).

Aug. 18—**Lake Central Airlines Renewal of temporary points,** hearing, tentative (Docket 10039).

SEPTEMBER

Sept. 13—**Greensboro-High Point Adeq. of Service Case,** hearing, Washington, D.C. (Docket 8106 et al).

Sept. 26—**Reopened Pan American Mail Rate Case,** hearing, tentative (Docket 1706-A).

Sept. 27—**Southwestern Area Local Service Case,** hearing, tentative (Docket 10758).

CAB BRIEFS

Mackey Airlines has received renewed authority to serve a route between the coterminals West Palm Beach and Miami and the terminal West End, Grand Bahama Island, B.W.I. The carrier's permit was renewed until August 20, 1961.

Lufthansa has been cleared to serve Chicago, Ill. through O'Hare Airport.

Mohawk Airlines has been recommended for a new route between the coterminals Watertown and Ogdensburg/Massena, N.Y. and the terminal Pittsburgh via the intermediate points Utica, Syracuse, Ithaca and Elmira, N.Y.

World Airways, a supplemental carrier, has leased three DC-4 aircraft from Resort Airlines. The planes, which were leased for a one year period, will be used in the performance of military contracts recently awarded World.

Operating authorization of **Pacific Messenger Service, Inc.,** a Los Angeles based domestic air freight forwarder, has been revoked by the Board. The Board said that Pacific had failed for two successive periods to file required reports. The Board noted that the forwarder's authorization was revoked without prejudice.

Trans Caribbean Airways has received a renewed exemption to serve Aruba, Netherlands Antilles on two round trips weekly until January 19, 1961.

Trans World Airlines has been cleared to serve Harrisburg, Pa. through the regular use of Olmstead Air Force Base.

Exemption authority under which the airlines may contract for military business on a firm bid basis has been renewed until September 30. The exemption waives Board rules which provide that when a carrier flies ferry mileage with an empty plane as part of a charter the actual ferry mileage flown must be charged. Under the exemption, the airlines may estimate ferry mileage and charge the military on the basis of the estimates, without regard for the actual mileage flown. Simultaneously, the Board eliminated the necessity for each carrier to file for a specific exemption.

The Board has reissued a certificate to **Imperial Airlines** reflecting that carrier's name change. The carrier formerly operated as Regina Airlines.

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Carrier Round-Up

Persian Air Services will fly three times weekly between Teheran and Europe with DC-7C combination equipment leased from Sabena. New routes will be: Teheran-Geneva-Paris-Brussels; Teheran-Paris-London; and Teheran-Geneva-Brussels-London.

Persian Air, which has been operating all-cargo flights to Europe with DC-4 aircraft, will continue the cargo runs twice weekly.

Trans-Canada Air Lines recently flew more than 21,000 pounds of steel plating across the North Atlantic in the cargo compartments of its Super Constellation aircraft. The plates, which consisted of steel bookstack shelving destined for the Xavier College Arts Department Library at Sydney, N.S., were carried from London to Gander, Nfld. Total cost to the shipper was around $9000.

North Central Airlines registered sizeable cargo gains during May. Air freight increased 32,000 pounds over April and air express was up 58,000 pounds.

Varig has received its first Boeing 707 jet, and has inaugurated service between New York and Brasilia, the new capital of Brazil.

Pan American World Airways, this month, begins nonstop Boeing 707 jet service between Seattle and Honolulu. The carrier is also providing weekly 707 flights between Los Angeles and Manila.

Lufthansa's new district cargo sales office for New York and the Eastern region is located at 555 Fifth Avenue, New York. Telephone number is PLaza 9-5522.

Jet Air Freight, a Los Angeles based forwarder, has opened a Midwestern regional headquarters in Chicago, Ill. at 2642 West Arthington Street. The office is under the direction of Sid Weintraub, formerly with American Shippers.

United Air Lines is offering DC-7A all-cargo service linking both coasts. Eastbound, the United Cargoliner leaves San Francisco in mid-evening for next morning arrival at Chicago's Midway airport. The flight also serves Detroit, Philadelphia and New York. The westbound DC-7A originates at New York's Idlewild Airport and stops at Chicago and San Francisco.

Meanwhile, a new UAL DC-6A all-cargo flight is serving Omaha for the first time. The flight originates in Los Angeles and operates via San Francisco, Salt Lake City and Denver. It lands at Omaha in mid-morning before continuing on to Chicago.

Seaboard & Western Airlines claims to have handled the largest single shipment of personal household goods ever flown across the Atlantic. Total weight of the shipment, which contained over 100 individual pieces, was 11,600 pounds.

Meanwhile, S&W has opened a new Houston, Tex. office located at Houston International Airport. The installation is under the direction of George C. Zapalac.

National Airlines, in May, set a com-

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pany record for volume of air cargo carried between New York and all NAL destinations. Air freight shipments totaled 631,201 pounds for a 41% over May 1959. Air express reached 77,515 pounds, an 8% gain over the same month last year.

NAL's vice president, Robert E. Wieland, attributed the sharp rise to his carrier's use of new all-cargo Constellation equipment.

Airborne Freight Corp. reports gross operating revenues totalling $11,905,605 for the fiscal year ended March 31, 1960. This figure, which includes revenue from Airborne's six subsidiary companies, represents a 31% increase over 1958 when the firm reported consolidated revenues of $9,098,640.

Airborne's president J. D. McPherson hailed the 1960 results as "the best in Airborne's history." Factors which he said contributed to the highly successful year included: an increase in total assets from $1,469,277 to $1,907,329; a 52% rise in number of shipments; the growth of Airborne's worldwide facilities to 490; and the fact that each subsidiary company in air freight or travel service showed a profit on its own.

East West Airlines of Australia has increased freight rates by an average of 10% with an increase of one shilling (about 12¢) on parcel consignments.

Scandinavian Airlines System now offers daily nonstop DC-8C jet service on the New York-Copenhagen run. The carrier has also initiated twice-weekly DC-7C service from Europe to Monrovia, Liberia.

Pacific Western Airlines, a Canadian carrier, has joined in the Official Air Transport Restricted Articles Tariff No. 6-C, issued by Agent B. H. Smith of the Air Traffic Conference of America.

Panagra has doubled DC-8 jet service between Panama, Peru and Argentina by the addition of two roundtrips between these points.

Mexicana De Aviacion has started Comet 4C between Mexico City and Los Angeles. The carrier also intends to place the jet on the Mexico City-Chicago route this month.

Air France is flying four weekly jet flights from New York to Moscow. Boeing 707s connect in Paris with a Caravelle jet to complete the Paris-Moscow portion of the trip.

In addition, Air France has opened a new office in Hartford located in the Hotel Statler Hilton at 10 Ford Street.

Eastern Air Lines has begun all-cargo service between the New York-New Jersey area and San Juan, Puerto Rico. Northbound, EAL's Super Constellation freighters will leave San Juan International Airport at 11:45 p.m., on Thursday night, arriving Newark airport at 5:30 a.m., Friday morning. Southbound, EAL's all cargo flight leaves Newark at 11:45 p.m. Friday night and arrives in San Juan at 5:20 a.m. Saturday.

Other EAL cargo flights are now operating between New York/Newark and Atlanta, Mobile, New Orleans and Houston and Miami-Atlanta-Chicago route.

A steady climb in the volume of fruit, vegetables and similar fresh agricultural products moving between the Pacific Coast and Eastern markets is reported by **American Airlines.** Since 1957, American has experienced a booming 1500% increase in total produce shipped eastbound. By 1964, the carrier estimates an annual air freight volume of more than 340,000 ton miles of produce, moving between the coasts.

American attributed the upsurge in produce traffic to its Paul Bunyan Box and the increased speed and frequency of flights in the jet age.

DRUGS AND PHARMACEUTICALS · ELECTRONICS EQUIPMENT · BUSINESS AND OFFICE MACHINES · MINING MACHINERY AND PARTS · TELEVISION EQUIPMENT AND RECORDERS · FARM MACHINERY AND PARTS · MUSICAL INSTRUMENTS · SURGICAL INSTRUMENTS · COIN OPERATED DEVICES · PETROLEUM INDUSTRIAL MACHINERY AND PARTS · HOSPITAL EQUIPMENT AND SUPPLIES · LABORATORY EQUIPMENT · HOUSEHOLD EFFECTS · AUTOMOBILE SPARE PARTS · AIRCRAFT PARTS AND EQUIPMENT · TEXTILE MACHINERY AND PARTS · TEXTILES · RADIO STATION EQUIPMENT AND PARTS · PRINTING MACHINERY AND PARTS · COSMETICS

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First-class treatment is the first rule for products shipped Panagra to busy, booming South America! They get the finest care there is.

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You can reserve space on any of Panagra's daily flights. No change of plane from New York to 7 countries in South America . . . over the routes of National, Pan American and Panagra. Export clearance at New York via interchange flights.

For full details, call your cargo agent or the nearest office of Pan American World Airways, Sales Agent for Panagra.

PANAGRA

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PEOPLE

FREY

OBERON

PIERCY

Louis R. Frey is in charge of Airborne Freight Corporation's new office at Newark, N.J. Frey, who was formerly assistant district manager of the Airborne's New York office, was named district manager of the Newark facility which is located in Building 150 at the Airport.

Concurrently, Airborne announced that **William Fox** had been elevated to manager of Cross-World Air Cargo, an international air freight forwarding subsidiary of Airborne in New York City.

At Airborne headquarters in San Francisco, **Allen L. McNitt** was appointed administrative assistant to the firm's president, J. D. McPherson. He will act as a personal representative for McPherson in a wide range of administrative and liaison duties.

Oscar Oberon has joined Swissair as assistant cargo traffic manager. During the eight years previous, he was airport cargo manager for SAS at New York International Airport.

Peter Piercy has been appointed district cargo sales manager for Lufthansa in San Francisco. His newly formed department will be in charge of the cargo operations on the carrier's jet flights from San Francisco to Montreal, Paris and Frankfurt.

ABC Air Freight Co. announces the following promotions in the New York home office: **Richard Eranger,** station manager; **Donald Geary,** district sales manager; and **Harold Michaud,** sales.

Air Cargo Inc. has announced new members serving on the Contractors Advisory Board. Newly elected for two-year terms are: Central Region, **Paul V. Harris,** president, Harris Delivery Service, Dallas; Eastern Region, **William A. Kortenhaus,** president, Bilkays Express, Newark; Southern Region, **E. B. Poorman,** president, Air Freight Transfer Co., Miami; and Western Region, **George J. Corsello,** executive vice president, Atlantic Transfer Co., Los Angeles.

Incumbent members re-elected for an additional one-year term include: Central Region, **P. A. Ohman;** Eastern Region, **A. J. Roper;** Southern Region, **Neil C. Herberger;** and Western Region, **F. K. Haslund.**

Officers for the 1960-61 term have been chosen by the Air Freight Forwarders Association. Re-elected for another term were: **Thomas E. Griffin,** president; **Louis P. Haffer,** executive vice president and counsel; and **Irving W. Goodson,** treasurer. Newly elected to the post of secretary was **John A. Vaill,** General Air Freight, Chicago.

A change in the AFFA bylaws provides for a set of regional vice presidents. Named to these posts were: East, **Alvin B. Beck,** Air Express International, New York; Midwest, **Robert Hopes,** General Air Freight, Chicago; and West Coast, **John D. McPherson,** Airborne Freight Corp., San Francisco.

Roy Vreeland has been named superintendent of cargo sales-eastern division by Delta Air Lines. He will administer all freight, air express, and mail for his division from the airline's home base in Atlanta.

Air Express International Corp. has boosted three employees to new managerial posts in New York and Philadelphia.

John S. Buckman, Idlewild station operations manager, is now filling the newly created post of methods and procedures manager. **Joseph N. Berg,** former Philadelphia district manager, has moved into the post vacated by Buckman. Moving into Berg's former assignment is **Edward N. Bogda,** ex-operations manager in Philadelphia.

C. R. Milton is filling the newly created post of director cargo routing and control for American Airlines. Milton will be responsible for establishing a system of logistics for routing cargo swiftly and economically.

In '59, "CARIBE CARGO" carried 4,758,032 lbs. of cargo between NEW YORK and SAN JUAN, P.R.

Now in '60 "Caribe Cargo" offers lowest rates on daily New York-San Juan flights and regular flights to Aruba, NWI.

"Caribe Cargo" can make faster deliveries of your cargo—more economically, more reliably—with personalized attention to all shipments, large or small. "Reserved" cargo space available on all flights.

Call now for pick-ups, reservations or write for new 1960 Memo Tariff.

NEW YORK - Cargo Bldg. 84, N.Y. International Airport, OLympia 6-8080

SAN JUAN - P.R. International Airport, San Juan 9-0037

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Interline connections to Virgin Islands, the Caribbean and all the U.S., and Charter Flights anywhere in the world.

New Products and Processes

West Bend Develops Mobile Lifting Platform

The West Bend Equipment Corporation has developed a new rider type platform lift. It will lend itself to order picking in warehouses and overhead maintenance. The machine is battery operated.

It can lift one man up to a ten foot height, travel forward or in reverse. A safety factor renders the forward or reverse control inoperative at heights above six feet. The operator can travel about and steer the truck while the platform is at any height up to six feet above the floor. Once the truck has been respotted the rider can go back up to the ten-foot level.

The Rider-Boy model is a 1000 pound capacity truck that is propelled by power from three heavy duty industrial type batteries. The batteries can be recharged overnight by plugging the built-in recharger into a 110 volt AC line. The drive mechanism is a trans-axle type transmission that has a built in brake and differential gear so that power loss is reduced during sharp turns and maneuvers.

The steering tiller is telescopic so that the controls are at the same spot in relation to the rider. A deadman type braking mechanism to stop the travel of the truck is automatically engaged when the operator releases either the forward or reverse control buttons.

For further information, contact the West Bend Equipment Corporation, West Bend, Wisconsin.

New Elevating Truck Line Includes 24 Models

American Pulley Company has manufactured a new line of battery-powered Safeway portable elevating trucks. The new trucks will provide up to 33 per cent more load and load length capacity. The line includes 24 models. Twelve of the new models are rated for lifting 1500-pound loads that are 32-inches in length. The other twelve feature 2000-pound load capacities and 24-inch load lengths.

Design changes incorporated provide for more heavily constructed forks and heavier cylinders. An all-welded steel frame, with alloyed steel construction in the lifting channels, give durability under strenuous operating conditions.

New features include dual floor brakes with 12-inch braking area and a built-in lowering valve in the hydraulic system to eliminate the danger of sudden or rapid lowering of a load. Two heavy-duty roller leaf type chains on dual sheaves support the fork carriage.

A hydraulic drive attachment, tradenamed Load Jockey, for moving 1500-pound capacity trucks is also available. The unit is powered by a hydraulic pump and when attached will drive a fully-loaded truck at 1¾ m.p.h. The unit will add only ten and one-half inches to the overall length of the truck and is equipped with safety devices including a control that automatically stops the truck if the operator moves his hand from it. An automatic reversal, which will allow the operator to shift the truck into reverse if he becomes trapped between the unit and an obstruction, is standard equipment.

American Pulley also offers as optional equipment on all trucks, 240 amp. hrs., 12 volt, heavy duty, industrial batteries, as well as heavy duty industrial chargers which doubles the operating life of the battery.

For additional information, write American Pulley Company, 4200 Wissahickon Avenue, Philadelphia 29, Penna.

Portable Gantry For Cramped Operations

A new portable gantry that adjusts to height, spread and level has helped to solve the problem of handling heavy equipment in cramped spaces. Called Magic-Pole, it has telescoping legs with up to six feet of height adjustment, and a self-aligning I-beam that can be safely loaded from off center. The trolly is free to travel the full length of the I-beam. The Magic-Pole can be set low for moving under overhead obstacles, and narrowed to under four feet for rolling through tight spaces. The entire unit will fold for hauling or storage.

The gantry is available with steel or aluminum alloy I-beams in spans up to 20 feet, heights to 17 feet, and capacity to four tons.

For complete information write B. E. Wallace Products Corporation, Exton 56, Penna.

Future Industrial Trucks Studied By Automatic

Automatic Transportation Company has recently published a 12-page, two-color brochure entitled "First in Imagination . . . First with Reality." The

(When requesting information, please mention Air Cargo Magazine and Official Guide.)

CMA SINCE 1924

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ini AIRLINES
South America's Fastest Growing Airline

booklet discusses advances that will take place in the industrial truck field and suggests some of the different forms trucks may take. Conventional lifting masts may disappear and power may come from newly discovered chemical fuel cells. Anti-gravity lifting forces reducing the size of present day trucks of similar capacity is also considered.

For copies of the brochure, write the Automatic Transportation Company, 149 West 87th Street, Chicago, Illinois.

TECHNICAL LITERATURE

Exide Brochures Show Cost Determinants For Industrial Trucks

Exide Industrial Division of The Electric Storage Battery Company has published four new brochures telling how to find out how much it costs to own and operate industrial trucks.

Published in magazine size, the booklets tabulate and itemize costs of owning, operating, and maintaining industrial trucks powered with electricity, gasoline, or propane. The booklets contain do-it-yourself calculation charts with comparative costs for the electrical, gasoline or propane power and cash-draining hidden expenses in day-to-day truck operations. Each brochure deals with a specific phase such as "Why We Use Battery Electrical Industrial Trucks"; "A Practical Approach To Propane and Electrical Industrial Truck Cost Studies"; "What do they cost—to own—to operate—to maintain?"; and "A Practical Approach to Gasoline and Electrical Industrial Truck Cost Studies."

For the complete library of booklets, write Exide Industrial Division, The Electric Storage Battery Company, Rising Sun and Adams Avenue, Philadelphia 20, Penna.

Counterbalanced Stacker For Narrow Aisle Work

Lewis-Shepard's new high stacking walkie truck can be used with pallets of varying widths and move in aisles only 6 feet wide. The ReachMaster operation extends forks into a pallet and pallet and load are raised over the wheels and retracted to the truck in a secure travelling position. The forks are retractable to the truck. Lewis-Shepard developed the counterbalanced walkie truck for handling palletized loads where distances are to be travelled in narrow aisles and where light floor loading conditions exist.

For further information, contact Lewis-Shepard Products, Inc., Dept. R10-28, 125 Walnut Street, Watertown 72, Mass.

(When requesting information, please mention Air Cargo Magazine and Official Guide.)

ON THE DOCKET

AUGUST

Air Cargo Inc., Air Freight Cartage Conference, Edgewater Beach Hotel, Chicago, Ill., August 16-18.

SEPTEMBER

IATA, 16th Annual General Meeting, Copenhagen, Den., September 12.

IATA, Traffic Conference 1, Cannes, France, September 12.

IATA, Composite and Joint Meeting of Traffic Conferences, Cannes, France, September 20.

National Small Shipment Traffic Conference, Annual Meeting, Chicago, Ill., September 22-23.

American Movers Institute, Annual Meeting, Sheraton Park Hotel, Washington, D.C., Sept. 25-27.

Cargo Handling Exposition and Symposium, Pier One, New York, N. Y., September 27-29.

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- Fast, frequent, daily scheduled air freight service between 70 key cities in nine north central states.
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AIR CARGO GUIDE SECTION - AUGUST, 1960

OFFICIAL REFERENCE OF THE AIR TRAFFIC CONFERENCE OF AMERICA

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U.S.A. AND CANADIAN CITY DIRECTORY

The directory lists alphabetically all U.S. and some Canadian cities served by air, their three letter codes and provides Air Cargo information pertaining to each city under the following column headings:

CITY. Every city listed has both **AIR FREIGHT** and **AIR EXPRESS** service unless specifically noted
Ⓕ indicating freight service only or
Ⓔ indicating express service only.

CARRIERS. The codes of carriers providing service for each city is designated. Each carrier provides express and freight service unless noted by
Ⓕ indicating freight service only or
Ⓔ indicating express service only.

AIR FREIGHT TELEPHONE NUMBERS.

AIRCRAFT AND MAXIMUM SIZE. The type of aircraft the carriers operate in each city is designated by chart number. The charts (following this section) provide maximum dimensions of shipments which will be accepted **without advance arrangement.**

MAXIMUM WEIGHT. Maximum weight per piece carrier will handle in each city **without advance arrangement.** HEAVIER PIECES CAN BE HANDLED WHEN ADVANCE ARRANGEMENTS ARE MADE.

RAIL EXPRESS and MOTOR FREIGHT. Availability of transfer facilities to Rail Express and motor freight indicated by
A—available at airport and in city
C—available in city only.

CUSTOMS FACILITIES.
A—available at airport only
C—available in city only
AC—available in city and at airport
Three letter city code indicates nearest Customs Port of Entry city.

AIR-BUS. Greyhound Bus companies cargo interchange cities indicated by G. (See Page G-16.)

PICK UP and DELIVERY (Air Freight) RATES.

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
ABERDEEN, N. C.	ODP			See Pinehurst, N. C.							
ABERDEEN, S. D.	ABR	NO	Baldwin 5-5663	3	200	C	A	MSP		No Service Available	
ABERDEEN, WASH.	HOM	WC	General 8-4661	2	150	C	A	C		No Service Available	
ABILENE, TEXAS	ABI	TO	Oh-3-2585	9,3	200	A	A	DAL	G	.65	1.45
ADA, OKLAHOMA	ADH	SN	FEderal 2-5787	3	200	C	C	DAL		No Service Available	
AINSWORTH, NEB.	ANW	FS	372	2	200			DEN		No Service Available	
AKRON, OHIO	CAK	AA	TYler 6-2315	9	250	C	A	AC		.65	1.75
		CA	TYler 6-2303	3,4	250	C	A	AC		.60	1.75
		RA	TYler 6-2344	9,19	200	C	A	AC		.60	1.75
		RT	TYler 6-2350	Served Through Cleveland, Ohio						.60	1.75
		TA	Canton 3-8141	6,5	200	C	A			.60	1.75
ALAMAGORDO, N. M.	HMN	CO	HEmlock 7-4010	22	200	C	A	ATL		.60	1.20
ALAMOSA, COLO.	ALS	FL	CHestnut 3-4211	2	200	C	A	DEN		No Service Available	
ALBANY, GA.	ASY	EA	HEmlock 2-5605	9,19	200	C	A	DEN		.60	.90
		CO	Hemlock 2-5615	2	100	C	A	DEN		.60	.90
ALBANY, N. Y.	ALB	AS	Union 9-5521	9,5	500	C	A	AC	G	.60	1.20
		RA	Union 9-5361	7,2,19	200	C	A	AC		.60	1.20
		FT	Albany 4-9223	Served Through Newark, N. J.						.60	1.20
		HO	Union 9-5339	9,3	200	C	C	AC		.60	1.20
		TW	Union 9-5579	19	400	C	C	AC		.60	1.20
ALBANY, ORE.	CVO	WC	Plaza 3-4232	3	150	C	A	SFO		No Service Available	
ALBUQUERQUE, N. M.	ABQ	CO	CHapel 2-5219	3,22	200	A	A	ELP	G	.60	.85
		FT	CHapel 7-1473	3,9	200	A	A	ELP		.60	.85
		TW	2-1526	9,3	250	A	A	ELP		.60	.85
ALEXANDRIA, LA.	AEX	DL	71	9,3	200	C	C	DFW		.75	1.50
		TT								.75	.90
ALLENTOWN, PA.	ABE	EA	COngress 4-0551	19	400	A	A	PHL		.60	1.40
		TW	COngress 4-0597	19	400	A	A	PHL		.60	1.40
		UA	COngress 4-0512	6	200	A	A	PHL		.60	1.40
ALLIANCE, NEB.	AIA	FL	359	2	200	C	C	DEN		No Service Available	
ALPINE, TEX.	MRF	TT								No Service Available	
ALTOONA, PA.	AOO	AL	HO-5-2044	3	150	C		PIT	G	.55	.75
AMARILLO, TEX.	AMA	BN	Dixie 6-0377	3,5,9	500	C	C	DAL	G	.90	1.35
		CN	Dixie 6-3455	2	200	C	C	DAL		.90	1.35
		CO	Dixie 6-1236	22	200	C	C	DAL		.90	1.35
		TW	Dixie 6-3111	2	250	C	C	DAL		.90	1.35
ANAHEIM, CALIF.	ANA	LX		20	200	C		LAX		Local Service Only	
ANCHORAGE, ALASKA	ANC	AS	2-6131	3,5	1000	A	A	AC		1.40	2.10
		CD Ⓕ		3		A	A	AC		1.40	2.10
		NW	41661	6,10,11A,53B	2000	A	A	AC		1.40	2.10
		PN	2-7351	16,4,8		A	A	AC		1.40	2.10
ANDERSON, S. C.	AND	EA	CA-4-0251	19	200	C	A	ATL	G	.45	.75
ANN ARBOR, MICH.	---			See Detroit, Mich.							
ANNETTE ISLAND, ALASKA	ANN	PAA	Alpine 6-2234	6	1500						
ANNISTON, ALA.	ANB	HO	Alpine 6-2234	3	100					No Service Available	
APPLE VALLEY	APV	BL	Apple Valley 7-2709	3	200		A	LAX		No Service Available	
APPLETON, WISC.	ATW	NO	Hilbert 8-1133	3	200					No Service Available	
ARCATA, CALIF.	ACV	PC								No Service Available	
ARDMORE, OKLA.	AFD	ON	141	3	200	C	C	DAL		No Service Available	
ASHEVILLE, N. C.	AVL	CA	2-2636	3	150	C	C	INT	G	.60	1.20
		DL	AL-2-7403	3	200	A	C	INT		.60	1.20
		FL	AL-2-5661	3	100	A	C	INT		.60	1.20
ASHLAND, KY.	HTW	EA, TT								Using Huntington Data	
ASHLAND, WISC.	ASX	NO	Hemlock 2-6653	3	200					No Service Available	
ASTORIA, ORE.	AST	WC	Walnut 1-6561	3	150	C	A	C		No Service Available	
ATHENS, GA.	AHN	CO	LI-9-1366	3	150	C	A	ATL		.60	1.20
ATLANTA, GA.	ATL	CA	Poplar 1-5511		250	C	A	C		.60	1.20
		DL	Poplar 1-5511	3,5,7,9,11,19,Jet	400	C	A	C		.60	1.20
		EA	Poplar 1-6221	3,5,7,9,11,19,Jet	400	C	A	C		.60	1.20
		NW	Poplar 1-6770	3,5,7,9,11,19,Jet	400	C	A	C		.60	1.20
		RO	Poplar 1-6711	3	100	C	A	C		.60	1.20
		SO	Poplar 1-5521	3	200	C	A	C		.60	1.20
		TW	Poplar 1-6755	3	250	C	A	C		.60	1.20
ATLANTIC CITY, N. J.	ACY	AC	Pleasantville 2650	3,19	150	C	A	PHL		.60	1.20
		EA	Pleasantville 2650	19	200	C	A	PHL		.60	1.20
AUBURN, ME.	LEW			See Lewiston, Me.							
AUGUSTA, GA.	AGS	DL	2-4161	3,5	200	C	C	ATL	G	.55	.90
		EA	2-4161	3,5	200	C	C	ATL		.55	.90
AUGUSTA, ME.	AUG	NE	HO-5-2411	3,5	200	C	A	BOS		.75	1.50
AUSTIN, TEX.	AUS	ON	HO-2-4	3,5	200	C	A	DFW		.75	1.50
		CO	HO-4-[illegible]	3	200	C	A	DFW		.75	1.50
		TT	HO-4-[illegible]	3	150	C	A	DFW		.75	.90
BAIE COMEAU, P. Q.	YBC	CPA									
BAKER, ORE.	BKE	WC	Jamison 3-6[illegible]	3	150	C	A	SEA		No Service Available	
BAKERSFIELD, CALIF.	BFL	BN	Export 3-[illegible]	3	200	C	A	LAX	G	.60	.90
		FC	Export 3-[illegible]	3,19	200	C	A	LAX		.60	.90
BALTIMORE, MD.	BWI	AA	Fairfax 7-[illegible]	3,5,9	1000	A	A	C		.60	1.40
		CA	Fairfield 6-[illegible]	3,5,19	250	A	A	C		.60	1.40
		DL	Fairfield 6-[illegible]	3,5	250	A	A	C		.60	1.40
		UA	Fairfield 6-[illegible]	3	200	A	A	C		.60	1.40
		MW	Mulberry 5-[illegible]	3,5,9	1000	A	A	C		.60	1.40
		TA	Fairfield 6-[illegible]	3	200	A	A	C		.60	1.40

(Continued on next page)

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
BALTIMORE, MD. (Continued)	BOL	BAS.	MU 5-1000	5's	600	A	B	C		.75	1.60
		TW	Smithfield 1-1900	5's	600	A	A	C		.75	1.60
		UA	Smithfield 1-0700	5's	300	A	A	C		.75	1.60
BANGOR, ME.	BGR	NO	7346	3	200	A	A	C		.70	1.40
BAR HARBOR, ME.	MHB	NO Seasonal	Normandy 7-2858	3	200	C		C		No Service Available	
BARRE, VT.	MPV			See Montpelier, Vt.							
BARTLESVILLE, OKLA.	BVO	CO	Friend 6-14	3	200	C	C	MSC		.55	1.10
		CM	CM	3	200	C	C	MSC		.55	1.10
BATON ROUGE, LA.	BTR	DL	Elgin 5-6941	4,3	500	C	C	C	G	.55	1.09
		EA	Elgin 5-6941	19,9	200	C	C	C		.55	1.25
		CO	Elgin 5-6941	3	100	C	C	C		.55	1.25
BATTLE CREEK, MICH.	BTL	NO	Woodward 7-1541	3,9	200	A				.50	1.00
BAY CITY, MICH.	MBS			See Saginaw, Mich.							
BEAUFORT, N. C.	MHH		TR-6-2576	See Morehead City, N.							
BEATRICE, NEB.	BIE	FI	CI-6-941	3	200			OMA		No Service Available	
BEAUMONT, TEX.	BPT	DL	TR-6-941	9	500	C	A	C	G	.55	1.50
		EA	TR-6-4973	19,9	200	C	A	C		.55	1.50
		IT	TR-6-1425	3	150	C	A	C		.55	1.50
BECKLEY, W. VA.	BKW	IT	Clifford 2-6316	3	100	C	C	CVG		No Service Available	
BEEVILLE, TEX.	NIB	TT	Flo-5470	3	150	C				No Service Available	
BELLEFONTE, PA.	BFD	NO		See Philipsburg, Pa.							
BELLINGHAM, WASH.	BLI	WC	RSpent 4-4800	3	150	C	C	AC		No Service Available	
BELOIT, WIS.	BVI	NO	EMerson 5-3473	3	200	C	C			No Service Available	
BEMIDJI, MINN.	BJI	NO	Plaza 1-5009	3	200	C	C			No Service Available	
BEND, ORE.	BDM	WA	Lincoln 8-2119	3	150	C	C	PDX		No Service Available	
BENTON HARBOR, MICH.	BEH	NO	WA 5-3118	3	200	C	C			No Service Available	
BERLIN, N. H.	BML	NE Seasonal	Milan 2011	3	200	A		LEM			
BERMUDA	BDA	FA	5951	8,10	200			A			
		PAA	1055	6,50	600			A			
BETHLEHEM, PA.	ABE			See Allentown, Pa.							
BETHEL, ALASK.	---	AS		3						.25	.50
BIG SPRING, TEX.	BGS	CO	Amherst 4-8971	3	200	C	C	GAT	G	.40	1.00
BILLINGS, MONT.	BIL	FI	Skyline 2-5466	3	200	A	A	GTF	G	.50	1.25
		NW	Skyline 2-7161	4,6,9	200	A	A	GTF		.50	1.25
		WA	Skyline 2-7161	3	200	A	A	GTF		.50	1.25
BILOXI, MISS.	---			See Gulfport, Miss.							
BINGHAMTON, N. Y.	BGM	EA	9-1544	19	200	C	C	SYR	G	.65	.95
		FT	Binghampton 9-1991	23	10000	C	C	SYR		.50	1.00
		MO	-1203	9,3	200	C	C	SYR		.50	1.00
		TW	9-1575	19	250	C	C	SYR		.50	1.00
BIRMINGHAM, ALA.	BHM	CA	Worth 1-1192	3,22,9	250	A	A	C		.60	1.20
		DL	LYric 1-8609	9,5	400	A	A	C		.60	1.20
		EA	Worth 1-6621	9,7,19,9,10,52	200	A	A	C		.60	1.20
		CO	Worth 1-9737	3	100	A	A	C		.60	1.20
BISMARK, N. D.	BIS	FL	Capitol 3-4272	3	200	A	A	MSP		No Service Available	
		NO	Capital 3-5640	3	200	A	A	MSP		No Service Available	
		NW	Capital 3-5400	5,50	200	A	A	MSP		No Service Available	
BLOOMINGTON, ILL.	BMI	CE	3-2040	3,94	200					.65	1.25
BLOOMINGTON, IND.	BMG	IC	Valley 5-2611	3	200	C					
BLUEFIELD, W. VA.	BLF	PI	DAvenport 4-4161	3	100	C		INT	G	.50	1.00
BLYTHE, CALIF.	BLH	BL	94	3	200	C	C	SAN		No Service Available	
BOGALUSA, LA.	BKA										
BOISE, IDA.	BOI	UA	Boise 1-4521	5,6,10	400	C	A	SFO	G	.40	1.00
		WC	Boise 2-4041	3	150	A	A	GEG		.60	.89
		CM	Rhodney 1-2811	3	200	C	A	DAL		No Service Available	
BORGER, TEX.	BGD	AA	Liberty 2-34 0	9,5,19,10,52,9	6000	A	A	AC	G	.75	1.50
BOSTON, MASS.	BOS	AEA	Hibbard 2-1300	9	250						
		AL	Liberty 2-0100	9,19	150	A	A	AC		.70	1.40
		AP	Copley 7-5750	3	200	A	A	AC		.70	1.40
		AZ	Liberty 2-0100	3,9,3	440	A	A	AC		.70	1.40
		BA		11,9	1100	A	A	AC		.70	1.40
		BOAC			220						
		EA	LIbyn 4-6600	9,19,10,52	200	A	A	AC		.75	1.50
		FT	LIbyn 4-1161	23	10000	A	A	AC		.55	1.25
		NO	T. Boston 4-1300	9,3	200	A	A	AC		.75	1.50
		NA	LIbyn 4-9300	3,52	200	A	A	AC		.75	1.50
		NW	LIbyn 4-6500	3,6,52	200	A	A	AC		.75	1.50
		PAA	HU 2-1414	9,10,52	600	A	A	AC		.70	1.40
		TC	Liberty 2-4100	52	300	A	A	AC		.70	1.40
		TW	Copley 7-5225	9,19,52	400	A	A	AC		.75	1.50
		UA	Libyn 4-6500	9,10,6,15	4000	A	A	AC		.75	1.50
BOULDER CITY, NEV.	BVC			See Las Vegas, Nev.							
BOWLING GREEN, KY.	BWG	EA	VI-7-1601	19,9	200	A	A	BNA	G	.35	.50
BOZEMAN, MONT.	BZN	NW	Juniper 4-6000	3	200	C	C	GTF		No Service Available	
BRADENTON, FLA.	BHC			See Sarasota, Fla.							
BRADFORD, PA.	BFD	AL	2-3551	3,19	150	C				.55	1.50
BRADY, TEX.	BBD	TT	2110	3	200	C				No Service Available	
BRAINERD, MINN.	BRD	NO	5531	3	200	C	C			No Service Available	
BRANDON, MAN.	YBR	TC	5327	3	200	C	C			.50	1.00
BRECKENRIDGE, TEX.	BKD										
BRIDGEPORT, CONN.	BDR	AL	Diesel 6-3421	9,10	150	A		C	G	.60	1.35
BRISTOL, VA.	TRI	CA	30th 2510	3	150	C	C	INT	G	.50	1.10
		FI	30th 4-2121	3	100	C	C	INT	G	.50	1.10
		CO		3	200	C	C	INT	G	.50	1.10
BROOKINGS, S. D.	BKX	NO	Myrtle 2-2721	3	200	A	C	OMA		No Service Available	
BROWNSVILLE, TEX.	BRO	MA	Lincoln 2-7431	9	200	A	A	AC		.35	.75
		EA	Lincoln 6-1694	9	200	A	A	AC		.35	.75
		JAA	2-5360	6	500	A	A	AC		.35	.75
BRUNSWOOD, TEX.	BWD	TT	6892	3	150	C		DAL		No Service Available	
BRUNSWICK, GA.	BQK	DL	HUP	3	200	C	C	C	G	.40	.85
		EA	Melrose 2-2861	19	200	C	C	C		.40	.85
BUFFALO, N. Y.	BUF	CO	VI-6-4789	3	200	C	C	GAT	G	.55	1.10
		AA	Plaza 6800	9,5,19,10,52	6000	A	C	AC	G	.50	1.65
		AL	Spring 4800	3	150	A	C	AC		.50	1.65
		CA	Plaza 2240	3,6,8,22	250	A	C	AC		.50	1.65
		FT	Plaza 3071	Served through CLE/BGM	10000	A	C	AC		.50	1.65
		LC	Spring 8282	3	200	A	C	AC			
		MO	Plaza 3000	9,3	200	A	C	AC		.50	1.65
BURBANK, CALIF.	BUR			See Los Angeles, Calif.							
BURLEY, IDA.	BYI	WC	Richard 4-7400	3	150	A	A	GTF		No Service Available	
BURLINGTON, IOWA	BRL	CE	Plaza 2-6282	3,54	200	A	C	PIA		.50	1.50
BURLINGTON, VT.	BTV	EA	4-6014	7,8,19	200	A	C	AC		No Service Available	
		NE	4-5745	3	200	A	C	AC		No Service Available	
BURNS, ORE.	BNO	WC	5101	3	150	C	C	PDX		No Service Available	
BUTTE, MONT.	BTM	NW	6489	4	200	A	A	GTF	G	.55	1.35
		WA	6555	9	200	A	A	GTF		.55	1.35
CALGARY, ALTA.	YYC	TC	Amherst 9-1391	3,7A,13,22,12	1500	C	C	C		.50	1.00
		CP	Amherst 2-4970	9	200	C	C	C		.50	1.00
		WA	Cheatview 7-0170	6	200	C	C	C		.50	1.00
		WC	Cheatview 7-0755	94	150	C	C	C		.50	1.00
CAMBRIDGE, MD.	EGN			See Easton, Md.							
CAMDEN, ARK.	CDN	TT	TR-6-4784	3	150	C				No Service Available	
CAMDEN, N. J.	PAI			See Philadelphia, Pa.							
CANTON, OHIO	CAK			See Akron, Ohio							
CAPE GIRARDEAU, MO.	CGI										

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
CAPE MAY, N. J.	ACY	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
CARLSBAD, N. M.	CNM	AA	TOwers 6-2992	3	200	C	C	ELP	[illegible]	No Service Available	
CASPER, WYO.	CPR	FT	2-4719	3	200	C	C	DEN	[illegible]	.50	1.35
		WA	2-3771	3	200	C	C	DEN	[illegible]	.55	1.35
CASTLEGAR, B. C.	YCG	[illegible]	[illegible]	3	200	C	C	[illegible]	[illegible]	[illegible]	[illegible]
CEDAR CITY, UTAH	CDC	BE	JUniper 4-3441	3,5a	200	C	C	LAX	[illegible]	No Service Available	
CEDAR RAPIDS, IOWA	CID	DA	EMpire 6-2681	9,6,5	200	C	C	OMA	G	.55	1.45
		GE	EMpire 6-1103	3,5a	200	C	C	OMA	G	.55	1.45
CHADRON, NEB.	CDR	FT	HI-2-2055	3	200	C	C	DEN	[illegible]	No Service Available	
CHAMPAIGN, ILL.	CMI	GE	6-7271	3,5a	200	[illegible]	A	[illegible]	[illegible]	.65	1.75
CHARLESTON, Ill.	[illegible]	[illegible]	[illegible]	See Mattoon, Ill.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
CHARLESTON, S. C.	CHS	DL	4-2581	9	300	A	C	C	G	.75	1.50
		EA	4-3311	10,9,1	200	A	C	C	[illegible]	.75	1.50
		EA	JHerwood 4-4256	1,6	400	A	C	C	[illegible]	.75	1.50
CHARLESTON, W. VA.	CRW	AA	DIckens 6-4206	9	500	A	A	CVG	G	.55	1.45
		DA	2-8037	3,22,9	250	A	A	CVG	[illegible]	.55	1.45
		EA	DIckens 6-6225	19,9	200	A	A	CVG	[illegible]	.55	1.45
		FT	DIckens 6-6871	1	100	A	A	CVG	[illegible]	.55	1.45
CHARLOTTE, N. C.	CLT	DA	EXpress 3-0775	3,22	150	A	A	INT	G	.50	1.25
		DL	EXpress 3-0687	3,5,1-3	4000	A	A	INT	[illegible]	.50	1.25
		EA	EXpress 3-3331	9,5,10,3,10,22	500	A	A	INT	[illegible]	.50	1.25
		FT	EXpress 3-3371	3	100	A	A	INT	[illegible]	.50	1.25
		JO	EXpress 3-3674	3	100	A	A	INT	[illegible]	.50	1.25
CHARLOTTETOWN	YYG	MAR	[illegible]	1,3,4	500	A	A	[illegible]	[illegible]	[illegible]	[illegible]
CHARLOTTESVILLE, VA.	CHO	FT	3-5158	3	100	C	C	DCA	[illegible]	.70	1.40
CHATTANOOGA, TENN.	CHA	DA	MI-2-4701	3	200	C	C	C	G	.65	1.30
		DL	7-1103	22,9	250	C	C	C	[illegible]	.65	1.30
		DL	OXford 8-7645	9,1	400	C	C	C	[illegible]	.65	1.30
		EA	MA-7-4104	19,9,1,10,6,22	400	C	C	C	[illegible]	.65	1.30
CHEBOYGAN, MICH.	PLN	GA	1499	3,4	150	C	[illegible]	C	[illegible]	.75	.75
CHEYENNE, WYO.	CYS	FL	2-0551	3	200	A	C	DEN	G	.60	1.25
		JA	7-7722	9	200	A	C	DEN	[illegible]	.60	1.25
		WA	8-8911	6	200	A	C	DEN	[illegible]	.60	1.25
CHICAGO, ILL. Midway Airport	MDW	AA	REliance 5-8100	9,5,15,10,52	10000	A	A	AC	G	.70	1.75
		AT	JTate 1-1250	9	200	A	A	AC	[illegible]	.70	1.75
		BN	PArtsmouth 7-5020	1,5,22	2000	A	A	AC	[illegible]	.70	1.75
		DA	PArtsmouth 7-2266	3,4,22	250	A	A	AC	[illegible]	.70	1.75
		CMA	[illegible]	[illegible]	[illegible]	A	A	AC	[illegible]	[illegible]	[illegible]
		CO	Gladstone 5-4318	10,22	200	A	A	AC	[illegible]	.70	1.75
		DL	PArtsmouth 7-1900	9,5,10,1-2	6000	A	A	AC	[illegible]	.70	1.75
		EA	LAfiow 1-6980	10,19,52,9,22	4000	A	A	AC	[illegible]	.70	1.75
		FT	PArtsmouth 7-8200	22	10000	A	A	AC	[illegible]	.70	1.75
		LC	PArtsmouth 7-1140	3	200	A	A	AC	[illegible]	.70	1.75
		LH	ANdover 3-6670	[illegible]	[illegible]	A	A	AC	[illegible]	.70	1.75
		NO	LAfiow 5-1020	3,9	200	A	A	AC	[illegible]	.70	1.75
		NW	RAndolph 6-0962	11,10,6,6,52,2	2000	A	A	AC	[illegible]	.70	1.75
		OZ	LAfiow 5-1952	3,5a	200	A	A	AC	[illegible]	.70	1.75
		RD	LAfiow 2-4060	1	10000	A	A	AC	[illegible]	.70	1.75
		TC	RAndolph 6-3666	22	500	A	A	AC	[illegible]	.70	1.75
		TW	PArtsmouth 2-7666	9,7,13,22	400	A	A	AC	[illegible]	.70	1.75
		UA	PArtsmouth 7-5100	9,5,15,10,6	6000	A	A	AC	[illegible]	1.00	2.00
O'HARE FIELD	ORD	AA	Gladstone 5-4308	9,5,56,15,52	6000	C	A	C	G	.70	1.75
		BA	DEarborn 2-8744	10	1100	C	A	C	[illegible]	.70	1.75
		BN	Gladstone 5-4310	56	500	C	A	C	[illegible]	.70	1.75
		DA	PArtsmouth 7-2266	3,4,22	250	C	A	C	[illegible]	.70	1.75
		DO	National 5-5445	56	500	C	A	C	[illegible]	.70	1.75
		DL	National 5-6652	9,52	300	C	A	C	[illegible]	.70	1.75
		EA	REliance 5-2211	9,10,19,52,56	200	C	A	C	[illegible]	.70	1.75
		NO	LAfiow 5-1020	3	200	C	A	C	[illegible]	.70	1.75
		NW	[illegible]	9,52	200	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
		PAA	DEarborn 2-4400	56	500	C	A	C	[illegible]	.70	1.75
		TW	DEarborn 2-7666	9,19,52	400	C	A	C	[illegible]	.70	1.75
		UA	PArtsmouth 7-5100	9,5,10,6,52,56	400	C	A	C	[illegible]	1.00	2.00
CHICO, CALIF.	CIC	PC	Fireside 2-3007	3,19	200	C	C	SFO	[illegible]	No Service Available	
CHISHOLM, MINN.	---	[illegible]	[illegible]	See Hibbing, Minn.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
CINCINNATI, OHIO	CVG	AA	DIxie 1-5600	9,5,10,19,52	6000	C	C	C	G	.65	1.60
		DL	DIxie 1-5686	9,1-3,5,9,10,19	6000	C	C	C	[illegible]	.65	1.60
		EA	DIxie 1-4300	9,52	200	C	C	C	G	.65	1.60
		LC	DIxie 1-4450	3	200	C	C	C	G	[illegible]	[illegible]
		PI	Garfield 1-1219	3	100	C	C	C	[illegible]	.65	1.60
		TW	DIxie 3974	8,19	400	C	C	C	[illegible]	.65	1.60
CLARKSBURG, W. VA.	CKB	CA	VIctor 2-3531	3	150	C	C	PIT	[illegible]	.70	1.40
CLARKSTON, WASH.	LWC	[illegible]	[illegible]	See Lewiston, Idaho	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	No Service Available	
CLARKSVILLE, TENN.	CKV	OZ	IDlewood 9-5188	3,5a	200	[illegible]	[illegible]	[illegible]	[illegible]	No Service Available	
CLEARFIELD, PA.	FCR	[illegible]	[illegible]	See Philipsburg, Pa.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
CLEARWATER, FLA.	CTY	[illegible]	[illegible]	See St. Petersburg, Fla.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
CLEVELAND, OHIO	CLE	AA	ORchard 1-9421	9,5,10	600	A	A	AC	G	.85	1.95
		AL	TOwer 2-0216	3,19	150	A	A	AC	[illegible]	.85	1.95
		CA	Clearwater 1-5911	9,5,22	250	A	A	AC	[illegible]	.85	1.95
		EA	Clearwater 1-8270	9,7,19,52,10	200	A	A	AC	[illegible]	.85	1.95
		FT	WInton 1-9777	22	10000	A	A	AC	[illegible]	.85	1.95
		LC	Clearwater 2-5050	3	200	A	A	AC	[illegible]	[illegible]	[illegible]
		NW	WInton 1-2442	6	200	A	A	AC	[illegible]	.85	1.95
		RD	Clearwater 2-4270	1	6000	A	A	AC	[illegible]	.85	1.95
		TC	SUperior 1-5595	22	400	A	A	AC	[illegible]	.85	1.95
		TW	WInton 1-9700	8,19	400	A	A	AC	[illegible]	.85	1.95
		UA	Clearwater 1-5200	9,5,19,6,10	6000	A	A	AC	[illegible]	.85	1.95
CLINTON, IOWA	CWI	OZ	CHapel 3-2122	3,5a	200	C	[illegible]	[illegible]	[illegible]	No Service Available	
CLINTONVILLE, WISC.	CLI	NO	VAlley 3-4210	3	200	C	C	[illegible]	[illegible]	No Service Available	
CLOVIS, N. M.	CVS	CO	PArter 3-4212	22	200	C	C	ELP	[illegible]	.40	.85
CODY, WYO.	COD	FL	58 7-4664	3	200	[illegible]	[illegible]	GTF	[illegible]	No Service Available	
COEUR D'ALENE, IDA.	COE	WC	MOhawk 4-5313	3	150	C	C	GEG	[illegible]	No Service Available	
COLLEGE STATION, TEX.	CLL	[illegible]	[illegible]	See Bryan, Tex.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
COLORADO SPRINGS, COLO.	COS	BN	MElrose 4-4321	9,5	200	A	C	DEN	G	No Service Available	
		DN	MElrose 5-1586	3	200	A	C	DEN	G	No Service Available	
		CO	MElrose 5-4688	3,22,10	200	A	C	DEN	[illegible]	No Service Available	
COLUMBIA, MO.	CBI	OZ	GIbson 3-4173	3,5a	200	[illegible]	[illegible]	A	[illegible]	No Service Available	
COLUMBIA, S. C.	CAE	DL	4-3186	9,3	400	C	C	ATL	G	.50	1.10
		EA	6-1603	19	200	A	C	ATL	[illegible]	.50	1.10
		DL	FAirfax 7-3458	9,3	400	C	A	ATL	G	.50	1.00
		EA	FAirfax 7-2625	19,9	200	C	A	ATL	[illegible]	.50	1.00
		JO	FAirfax 4-5493	3	200	C	A	ATL	[illegible]	.50	1.00
COLUMBUS, MISS.	UBS	JO	FAirfax 8-4900	3	100	[illegible]	[illegible]	C	[illegible]	No Service Available	
COLUMBUS, OHIO	CMH	AA	BElmont 1-8277	9,5	600	A	C	C	G	.70	1.75
		DL	[illegible]	3,5	300	A	C	C	[illegible]	[illegible]	[illegible]
		EA	BElmont 1-4529	8,9,10,8	200	A	C	C	[illegible]	.70	1.75
		LC	BElmont 1-5431	3	200	A	C	C	[illegible]	[illegible]	[illegible]
		PI	BElmont 1-2589	3	100	A	C	C	G	.70	1.75
		TW	CApital 1-7866	8,7,19,22	1500	A	C	C	[illegible]	.70	1.75
		UA	BElmont 1-3711	5,6	200	A	C	C	[illegible]	.70	1.75

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum
CONCORD, N. H.	CON	NE	Capital 5-9931.	2	200	A	A	IWM		No Service Available	
COOS BAY, ORE.	OTH			See North Bend, Ore.						No Service Available	
CORBIN, KY.	LOZ			See London, Ky.							
CORDOVA, ALASKA	CDV	PN	15.	2						1.00	1.00
CORNING, N. Y.	ELM			See Elmira, N. Y.							
CORONA, CALIF.	CNF	LX		2	200						
CORPUS CHRISTI, TEX.	CRP	BN	TU-2-5431	2	500	A	A	C	G	.50	1.00
		EA	TU-2-0121	19,2	200	A	A	C		.50	1.00
		TT	TU-2-7458	2	150	A	A	C		.50	1.00
CORTEZ, COLO.	CEZ	FL	LOgan 5-3423.	2	200	C		DEN		No Service Available	
CORVALIS, ORE.	CVO			See Albany, Ore.							
CRANBROOK, B. C.	YXC	CP	JUdson 4-8446	9	200	C	C	C		.65	.80
CRESCENT CITY, CALIF.	CEC	PC	2771.	3,19.	200	C	C	OTH		No Service Available	
CUT BANK, MONT.	CTB	WC	KE-8-4163	2	150	C	C	A		.45	.75
DALLAS, TEX.	DAL	AA	Fleetwood 7-7191.	2,3,19,10,52,50	10000	A	A	C	G	.45	1.25
		BN	Fleetwood 1-5522.	52,5,3,1,,11,50.	(6000 Via DL Interchange) 2000	A	A	C		.55	1.40
		CO	Fleetwood 2-5401.	9,2	200	A	A	C		.55	1.40
		CN	Fleetwood 2-2607.	2	200	A	A	C		.55	1.40
		DL	Fleetwood 2-2611.	1-A,5,10,8,51,19,22	6000	A	A	C		.55	1.40
		TT	Fleetwood 1-5334.	3	150	A	A	C		.55	1.40
DANVILLE, ILL.	DNV	LC ⊕	Hickory 6-4727.	3	200	C					
		OZ	2711.	3,54.	200					.60	1.25
DANVILLE, VA.	DAN	EA	7640.	19.	200	C	C	HIC	G	.55	1.10
		PI	SW-2-8571	3	100	C	C	HIC		.50	1.10
DAVENPORT, IOWA	MLI			See Moline, Ill.							
DAWSON CITY, Y. T.	YDA	CP	CHerry 7-2396.	2	200	C	C	C		.65	.60
DAWSON CREEK, B. C.	YDC	CP	65.	6,9		C	C			.65	.60
DAYTON, OHIO	DAY	AA	Twin Oaks 8-5511.	10,9	500	C	A	C	G	.60	1.45
		DL		10,9	500	C	A	C		.60	1.45
		LC ⊕	Twin Oaks 8-5857.	3	200	C	A	C			
		TW	HE-4053.	8,7,19.	400	C	A	C		.60	1.45
		UA	Ta-8-3692	5,6	200	C	A	C		.60	1.45
DAYTONA BEACH, FLA.	DAB	EA	CLinton 3-4541.	19,9,8,7,10	200	A	A	JAX	G	.70	1.50
		NA	CLinton 2-0566.	9,6	200	A	A	JAX		.70	1.50
DECATUR, ALA.	DCU	SO	ELgin 3-2690.	3	100					No Service Available	
DECATUR, ILL.	DEC	OZ	3-7761.	3,54.	200					.45	1.10
DELTA, COLO.	MTJ			See Montrose, Colo.							
DENISON, TEX.	SWI			See Sherman, Tex.							
DENVER, COLO.	DEN	BN	EAst 2-7761	9,3,52	500	A	A	C	G	.55	1.30
		CN	DExter 3-4228	2	200	A	A	C		.55	1.30
		CO	EAst 2-7771	2	200	A	A	C		.55	1.30
		FL	Florida 5-1515.	2,3	200	A	A	C		.55	1.30
		TW	DUtley 8-1608	8,7	250	A	A	C		.55	1.30
		UA	DExter 3-7791	9,5,15,2,21,3,50	6000	A	A	C		.65	1.50
		WA	EAst 2-1833	6	200	A	A	C		.55	1.30
DeRIDDER, LA.		TT								.90	1.00
DES MOINES, IOWA	DSM	BN	CH-3-0711	9,5	500	A	A	OMA	G	.45	1.00
		OZ	ATlantic 8-3654	3,54.	200	A	A	OMA		.45	1.00
		UA	ATlantic 8-6711	9,6,54	500	A	A	OMA		.55	1.25
DETROIT, MICH. (Willow Run)	YIP	CA	WOodward 3-8900	3,4,9,22	250	A	A	AC		.65	1.75
		EA	LOgan 3-8400.	9,7,18,19,50	200	A	A	AC		.65	1.75
		LC ⊕	HUnter 2-8481	3	200	A	A	AC			
		MO	HUnter 3-3410	9,3	200	A	A	AC		.65	1.75
		NO	HUnter 2-0020	3,9	200	A	A	AC		.65	1.75
		TW	WOodward 2-7272	8,19,7,50	400	A	A	AC		.65	1.75
		UA	HUnter 3-3440	9,19,10,53	6000	A	A	AC		.75	1.85
DETROIT (Metropolitan-Wayne County)	DTW	AA	HUnter 2-6890	9,5,18,10,52,50	6000	A	A	C	G	.65	1.75
		AL	WHitney 1-2900.	3,19.	150	A	A	AC		.65	1.75
		BOAC ⊕	WOodward 3-3435	3					G	.60	1.45
		DL	CHestnood 4-1500.	52,3,9	400	A	A	C	G	.65	1.75
		FT	LOgan 2-9520.	2	10000	C	A	AC		.65	1.75
		NW	LOgan 2-7110.	6,10,15A,2	2000	A	A	AC		.65	1.75
		PAA	WOodward 3-0800	50.	600	A	A	AC		.60	1.55
		RD	CHestnood 8-1300.	1	6000	C	A	AC		.65	1.75
DEVILS LAKE, N. D.	DVL	NO	MOhawk 2-2721	3	200	C	C			No Service Available	
DICKINSON, N. D.	DIK	FL	22 4-5372	3	200	A	C	GFK		No Service Available	
DISNEYLAND, CALIF. ⊕		LK		20.	200						
DODGE CITY, KAN.	DDC	CO	HUnter 3-3321	3	200	C	C	MKC	G	.65	1.25
DOTHAN, ALA.	DHN	EA	5-1200.	19,9.	200	A	A	FFN	G	.55	1.10
		SO	SYcamore 2-2075	3	100	A	A	FFN		.55	1.10
DOUGLAS, ARIZ.	DUG	AA	EMpire 4-3437	5	250	C	C	AC	G	.35	.75
DOVER, OHIO ⊕	PHD	LC	New Philadelphia 4-2729.	3	200						
DUBOIS, PA.	PSB	AL	DAvis 8-2600.	3,19.	150	C		PHL		No Service Available	
DUBUQUE, IOWA	DBQ	OZ	3-9461.	3,54.	200	C	A			.65	1.50
DULUTH, MINN.	DLH	NO	RAndolph 2-6633	3,9	200	C	C			.70	1.50
DUNCAN, OKLA.	DUC	CN	Alpine 5-5800	3	200	A	C	DAL		No Service Available	
DURANGO, COLO.	DRO	FL	CHerry 7-2396	3,9	200	C	C	DEN		No Service Available	
DURHAM, N. C.	RDU	EA	3-9241.	7,8,19.	200	C	C	C	G	.70	1.50
		PI	91981	3	100	C	A	RDU-R	G		
EARLTON, ONT.	YXR	TC		22.	200	C	C			No Service Available	
EASTON, PA.	ABE			See Allentown, Pa.							
EAU CLAIRE, WISC.	EAU	NO	TEmple 4-1244	3,9	200					No Service Available	
EDINBURG, TEX.	MMB	TT	MI-4-3707	3	150	C				No Service Available	
EDMONTON, ALTA.	YXD	TC	28131	13,3,12,22,7A	1000	C	C	C		.50	1.00
		NW	55-2120	6	200	C	C	C		.50	1.00
		WA	GLendale 5-4197	6	200	C	C	C		.50	1.00
		CP	554171.	1,3,9	1000	C	C	C		.50	1.00
EGLIN AIR FORCE BASE	EPS	SO	25111	3	200					.75	1.50
EL CENTRO, CALIF.	IPL	BL	ELgin 2-4218.	3,54.	200	C	C	SAN		No Service Available	
EL DORADO, ARK.	ELD	TT	UN-3-7273	3	150	C		MEM		.50	1.00
ELIZABETH CITY, N. C.	ECG	CA	2196.	3	150	C	C	C		.40	1.00
ELKINS, W. VA.	EKN	AA	1100.	3	250	C		PIT		No Service Available	
ELKO, NEV.	EKO	UA	REpublic 8-5121	9	200	C	A	SFO		No Service Available	
ELMIRA, N. Y.	ELM	CA	9-3686.	3	150	C	C	SYR	G	.40	1.10
		MO	9-3656.	3	200	C	C	SYR		.40	1.10
EL PASO, TEX.	ELP	AA	FRospect 8-3301	5,10,52	600	A	C	AC	G	.50	1.25
		CO	FRospect 8-1951	3,5,6,22,10	400	A	C	AC		.50	1.25
		TT	3-1233.	3	150	A	C	AC		.50	1.25
ELY, NEV.	ELY	UA	AMhurst 4-4478.	9	200	C	A	SFO		No Service Available	
ENID, OKLA.	WDG	CN	ADams 4-5474.	3	200	C	C	MKC		No Service Available	
EPHRATA, WASH.	EPH	WC	SKyline 4-2522.	3	150		C	GEG		No Service Available	
ERIE, PA.	ERI	AL	3-1617.	3,19.	150	C	A	C	G	.40	1.10
		CA	3-1129.	3	250	C	A	C		.40	1.10
		LC ⊕	TEmple 8-2034	3	200	C	A	C			
		MO	3-7754.	9	200	C	A	C		.40	1.10
ESCANABA, MICH.	ESC	NO	STate 6-1362	3	200	C	C			No Service Available	
EUGENE, ORE.	EUG	UA	DIamond 4-4221.	9	500	A	A	OTH	G	.45	.95
		WC	DIamond 5-8506.	3	150	A	A	OTH		.45	.95
EUREKA, CALIF.	ACV	PC	TErrace 9-1521.	3,19.	200	C	C	C		No Service Available	

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
EVANSVILLE, IND.	EVV	DL	Harrison 4-[illegible]	[illegible]	300	A	A	C	G	.50	1.00
		EA	Harrison 2-4800	9,14,16	200	A	A	C		.55	1.00
FAIRBANKS, ALASKA.	FAI	AC	4250	3	1000					1.00	2.00
		NC									
		PAA	3262	6,9	600						
		CP									
FAIRMONT, MINN.	FRM	NO	2198	3	200			MSP		No Service Available	
FALL RIVER, MASS.	FRB			See New Bedford, Mass.							
FARGO, N. D.	FAR	NO	ADams 2-3224	3	200	A	A	MSP		No Service Available	
		NW	[illegible]-4777	4,6	200	A	A	MSP		No Service Available	
FARMINGTON, N. M.	FMN	FL	World 5-4081	3,4	200	C	C	DEN		No Service Available	
FAYETTEVILLE, ARK.	FYN	CN	Hillcrest 2-2308	3	200		A	MKC		.60	1.00
FAYETTEVILLE, N. C.	FAY	NA	Hemlock 2-2157	3	200	A	A	MSP	G	.55	1.00
		PI	Hemlock 2-4171	3	100	A	A	MSP		.55	1.00
FITCHBURG, MASS.	FIT	NE	2-[illegible]	3	200	A	C	CHH		No Service Available	
FLAGSTAFF, ARIZ.	FLG	BL	PRospect 4-7373	3,86	200	C		DWG		No Service Available	
		FL	PRospect 4-4601	3	200	C		DWG		No Service Available	
FLINT, MICH.	FNT	CA	CEdar 9-4037	3,4,22	250	C		YIP		.50	1.50
FLORENCE, ALA.	MSL			See Sheffield, Ala.					G		
FLORENCE, S. C.	FLO	EA	4259	14	200	C	A	CHI	G	.25	.75
FONTANA, CALIF. ®	FON	LX		20	200					No Service Available	
FORESTVILLE, P. Q.	YFE	CP		1,2,9,7	400						
FORT CAMPBELL, KY.				See Clarksville, Tenn.							
FORT DODGE, IOWA	FOD	CP	4-0631	3,9	200					No Service Available	
FORT GOOD HOPE, N.W.T.		CP		1,3,6,9	200						
FORT LAUDERDALE, FLA.	FLL	NE	Jackson 4-8631	6	200					.80	1.60
		NA	Jackson 3-8546	7	200	C	A	MIA	A	.80	1.60
		NO	Jackson 4-2503	6	200	C	A	AC		.80	1.60
		NW	Jackson 2-1486	52	200	C	A	AC		.80	1.60
FORT MYERS, FLA.	FMY	NA	Edstmore 6-1457	9,92	200	C	C	TPA		.50	1.00
		NO	Edison 2-8081							.50	1.00
FORT NELSON, B. C.	YYE	CP	CPA	6,9	200		C	C			
FORT PIERCE, FLA.	FPR	EA (Demand service)	Vero Beach 2045		6000					No Service Available	
FORT RILEY, KAN.	MHK			See Manhattan, Kan.							
FORT SILL, OKLA.	LAW			See Lawton, Okla.							
FORT SMITH, ARK.	FSM	BN	GIbert 3-5171	9	200	A	A	MEM		.40	.85
		CN	GIbert 2-3004	3	200	A	A	MEM		.40	.85
FORT STOCKTON, TEX.	FST	TT	157	3	150	C		ELP		No Service Available	
FORT ST. JOHN, B. C.	XYJ	CP	113	6,9	500		C				
FORT WAYNE, IND.	FWA	DL	HArrison 3352	3,9	200	A	C	TOL	G	.75	1.50
		TW	HArrison 2204	19	400	A	C	TOL		.75	1.50
		UA	HErwood 3133	9,6	200	A	C	TOL		.75	1.50
FORT WILLIAM, ONT.	YJT	TC	2-0841	22	400	C	C	C		.50	1.00
FORT WORTH, TEX.	ACF	AA	ATlas 4-2551	9,5,10,30,72	600	A	A	DAL	G	.55	1.35
		BN	ATlas 4-3261	9,5,10	900	A	A	DAL		.55	1.35
		CO	ATlas 4-2861	3,48	200	A	A	DAL		.55	1.35
		CN	ATlas 4-2971	3	200	A	A	DAL		.55	1.35
		DL	ATlas 4-6611	9,3,5,10,30	600	A	A	DAL		.55	1.35
		TT	ATlas 4-3465	3	150	A	A	DAL		.55	1.35
FRANKLIN, PA.	FKL	AL	IDlewood 2-3125	3	150	C				.50	1.50
FREDERICTON, N. B.	YFC	TC	6613	22	200	C	A	C		.50	1.00
FRESNO, CALIF.	FAT	TW	ADams 7-6174	8	250	A	A	SFO	G	.60	1.50
		UA	CLinton 1-5522	9	300	A	C	SFO		.60	1.50
FROBISHER BAY.		MAR.		1,3,4	500						
FULLERTON, CALIF ®	FUL	LX		20	200						
GADSDEN, ALA.	GAD	SO	LI-6-9285	3	100					.70	1.40
GAINESVILLE, FLA.	GNV	EA	FR-2-0681	19	20	A	C	JAX		.50	1.00
GALLUP, N. M.	GUP	FL	UNion 3-3312		200	C	A	ELP		No Service Available	
GALVESTON, TEX.	GLS	TT	5-9062	3	150						1.00
GAMBELL, ALASKA ®	GAM	AC		3	500						
GANDER, NFLD.	YQX	PAA	723	10	600	C	C	A			
		KIM ®			10	C	C	A			
		MAR.	915	3,1,4	500	A	A	A			
		SK ®				C	C	A			
		SN ®		15		C	C	A			
		SR ®	723	6	600	C	C	A			
		TC	913	13,7A,22	500	C	C	A		.50	1.00
		TW	713	8,7	250	C	C	A		No Service Available	
GARDEN CITY, KAN.	GCK	CO	BRidge 6-5132	3	200	C	C	DEN		No Service Available	
GLADEWATER, TEX.	GGG			See Longview, Tex.							
GLASGOW, MONT.	GGW	FL	ADams 8-2446	3	200	C	C	GTF		No Service Available	
GLENDIVE, MONT.	GDV	FL	EMpire 3-3146	3	200	A	A	GTF		No Service Available	
GLENS FALLS, N. Y.	GFL	EA	3-2527	19,8	200	C	C	ALB		No Service Available	
		MO	2-1184	3	200	C	C	ALB		No Service Available	
GOOSE BAY, LAB.	YYR	TC	TCA	13	1000					No Service Available	
		MAR.	6-2121								
GRAND CANYON, ARIZ.	VLE	BL	VAlle 3	3	200					No Service Available	
GRAND FORKS, N. D.	GFK	NW	4-4629	4	200	C	A	A		No Service Available	
		NO	2-1711	3	200	A	A	A		No Service Available	
GRAND ISLAND, NEB.	GRI	FL	DU-2-2750	3,9	200	A	C	DEN		No Service Available	
GRAND JUNCTION, COLO.	GJT	FL	CHapel 2-9879	3,9	200	C		DEN		.80	1.10
		UA	CHapel 3-3112	6,9	200	C		DEN		.80	1.10
GRANDE PRAIRIE, ALTA.	YQU	CP	4031	9	500	C		C			
GRAND RAPIDS, MICH.	GRR	CA	CHerry 3-0108	3,4,22	250	A	A	MKG	G	.55	1.35
		FT	CHerry 1-2221	Served through DTW						.65	1.25
		LC ®	CHerry 1-4477	3	200	A	A	MKG		.55	1.35
		NO	CHerry 1-2441	3	200	A	A	MKG		.55	1.35
GREAT BEND, KAN.	GBD	CO	GLadstone 3-4776	3	200	C	C			No Service Available	
GREAT FALLS, MONT.	GTF	NW	GLendale 3-6501	6,9B	300	A	A	AC	G	.55	1.00
		FL	GLendale 3-2844	3	200	A	A	AC		.55	1.00
		WA	GLendale 3-4355	6,9	200	A	A	AC		.55	1.00
		WC	GLendale 4-1396	3	150	A	A	AC		.55	1.00
GREEN BAY, WISC.	GRB	NO	HEmlock 3-5966	3,9	200	C	C	C		.60	1.25
GREENSBORO, N. C.	GSO	CA	BRoadway 3-8646	3,22	150	C	A	INT	G	.75	1.50
		EA	BRoadway 3-4688	19,8,7	200	C	A	INT		.75	1.50
		FI	CY-9-2141		100	C	A	INT	G	.75	1.50
GREENVILLE, MISS.	GLH	SO	2-2612	3	100	C				No Service Available	
GREENVILLE, S. C.	GRL	DL	CEdar 2-8213	3	200	A	A	ATL	G	.40	.85
		EA	9-3061	19,9,8,52,7	200	A	A	ATL		.40	.85
		SO	CEdar 3-0173	3	100					.40	.85
GREENWOOD, MISS.	GRW	SO	GLadstone 3-1623	3	100	A	A	MEM		No Service Available	
GREENWOOD, S. C.	GRD	SO	4-3191	3	100					No Service Available	
GRINDSTONE		MAR.		1,3,4	500						
GULFPORT, MISS.	GPT	SO	UNiversity 4-2323	3	100	C	C	C		.55	1.10
GUYMON, OKLA.	GUY	CN	672	3	200					.50	1.00
GUNNISON, COLO.	GUC	FL	149	3	200	A	C	DEN		No Service Available	
HAGERSTOWN, MD.	HGR	AL	HAgent 3-6700	3,19	150	C			G	.50	.75
HAILEY, IDA.	SUN	WC		3	150			GEG			
HALIFAX, N. S.	YHZ	TC	2-7411	13,22,7	1000	C	C	C		.50	1.00
		MAR.	6-2306	3,1,4	500	A	A	A			
HAMILTON, ONT.	YHZ	TC		7,12,13,22,53				A		1.10	2.00
HAMPTON, VA.	PHF			See Newport News, Va.							
HANCOCK, MICH.	---			See Houghton, Mich.							
HANNIBAL, MO.	HNN			See Quincy, Ill.							
HARLINGEN, TEX.	HRL	TT	GA 3-4200	3	150			SAT		.50	1.00

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
HARRISBURG, PA.	HAR	AL	CEdar 8-3426	3,19	150	A	C	DAL	G	.40	1.25
		CO	CEdar 6-7995	3	150	A	C	DAL		.40	1.35
		TW	CEdar 4-3136	19	400	A	C	DAL		.40	1.25
HARRISON, ARK.	HRO	CN	EMpire 5-5475	3	200			ITC		No Service Available	
HARRISONBURG, VA.	HRI	PI	weyers Cave 2761	3	100	C	C	DCA			1.40
HARTFORD, CONN.	HVL	AA	JAckson 2-6193	9,15,5,52	2000	C	C	C		No Service Available	
		EA	JAckson 2-1854	19,2,10,	400	A	C	C		.40	1.25
		PI	JAckson 2-3145	23,	10000	A	C	C		.40	1.25
		NE	NAtional 3-4418	3	200	A	C	C		.40	1.25
		TW	NAtional 3-5581	8,19	400	A	C	C		.40	1.25
		UA	CHapel 9-1311	9,10,15,6	6000	A	C	C		.40	1.25
HASTINGS, NEB.	HSI	FL	4-2312	3	200			UNA		No Service Available	
HATTIESBURG, MISS.	HBG	SO	JUniper 2-1643	3	100	A	G	MSY		.50	1.30
		DL	JUniper 2-1643	3	200	A	C	MSY			
HAWTHORNE, NEV.	HTR	BL	Wilson 9-3219	3	200	C	C	SFO		No Service Available	
HAY RIVER, N.W.T.	YHY	CP	GLadstone 5-4921	1,3,6,9	200						
		QUA		1,3,6,9						.50	1.50
HAZLETON, PA.	HZL	AL	GLadstone 5-4921	3	150					.50	1.50
HAVRE, MONT.	HVR	FL	JAckson 2-5911	3	100	C	C	GTF		No Service Available	
HELENA, ARK.	HER	TT	5-2577	3	150		A	MEM		No Service Available	
HELENA, MONT.	HLN	NW	Hickory 2-0012	4	200	A	A	GTF	G	.45	1.10
		WA	Hickory 2-8550	9	200	A	A	GTF		.45	1.10
HENDERSONVILLE, N. C.	AVL			See Asheville, N. C.						.45	1.10
HERRIN, ILL.	MWA			See Marion, Ill.							
HIBBING, MINN.	HIB	NO	AMherst 3-1847	3	200	C	C			.40	1.45
HICKORY, N. C.	HKY	FI	DI-5-3285	3	100	A	C	INT		No Service Available	
HIGH POINT, N. C.	GSO	CA	9411	See Greensboro, N. C.							
		EA	4-3346	See Greensboro, N. C.							
		PI	3778	See Greensboro, N. C.							
HOBBS, N. M.	HOB	CO	EXpress 3-5414	3	200			ELP		.60	1.25
HOLLOMAN AIR FORCE	ALM			See Alamogordo, N. M.							
HOMER, ALASKA	HOM	FN	42113	3						.75	1.00
HONOLULU, T. H.	HNL	NW	83256	6	200	C	AC			.40	1.25
		PAA	58-221	11,10,50,	5000	C	AC				
		UA	HOnolulu 8-1811	52	200	C	C				
		HA	85911	11,10	600	C	C				
		IL	HOnolulu 8-1811	6,10	200	C	C				
HOPKINSVILLE, KY.				See Clarksville							
HOQUIAM, WASH.	HQM	CN	NAtional 4-1284	3	200	A	C	MEM			
HOT SPRINGS, ARK.	HOT	DL	NAtional 3-1671	9	300	A	C	MEM		No Service Available	
		TT	NAtional 3-8501	3	150	A	C	MEM		No Service Available	
HOT SPRINGS, S. D.	HSR	FL	555	3	200	C	C	DEN		No Service Available	
HOUGHTON, MICH.	CMX	NO	63	3	200	C	C	C		No Service Available	
HOULTON, ME.	HUL	NE	2254	3	200	A	C	C		.55	.75
HOUSTON, TEX.	HOU	AA	Mission 9-1457	9	250	A	A	C	G	.55	1.25
		BN	OLive 4-2686	3,5,52,6,10,50,	500	A	A	C		.55	1.2*
		CO	OLive 4-8531	5,6,3,10,22	400	A	A	C		.55	1.25
		DL	OLive 4-2666	9,10,19,53	400	A	A	C		.55	1.25
		EA	OLive 4-2661	9,10,52,23,53A	4000	A	A	C		.55	1.25
		KIM	CApitol 4-1701	10	550	A	A	C		.55	1.25
		NA	OLive 4-8564	52,10	400	A	A	C		.55	1.25
		PAA	CApitol 3-4131	6,4,10	5000	A	A	AC		.55	1.25
		TT	Mission 9-1218	3	150	A	A	C		.50	1.25
HUNTINGTON, W. Va.	HTW	AL	3-1331	3,19	150	C	C	CVG	G	.50	1.60
		EA	3-3476	19	200	C	C	CVG		.50	1.60
		FI	GL-3-1156	3	100	C	C	CVG	G	.50	1.60
HUNTSVILLE, ALA.	HSV	CA	JEfferson 4-4585	3,22	150	A	A	BHM		.40	1.35
		EA	4680	19,9	200	A	A	BHM		.40	1.35
		JO	JEfferson 4-6383	3	200						
HURLEY, N. M.	SVC		53 8-3021	See Silver City, N. M.							
HURON, S. D.	HON	NO	Elgin 2-2910	3	200	A	C	MSP		No Service Available	
		WA	Elgin 2-8601	9	200	A	C	MSP		No Service Available	
HUTCHINSON, KAN.	HUT	CO	MOhawk 2-6601	22,3	200	C	C	MKC	G	.55	1.25
HYANNIS, MASS.	HYA	NE	SPring 5-1800	3	200	A	A	BOS		No Service Available	
IDAHO FALLS, IDA.	IDA	FL	JAckson 3-3305	3	200	A	C	GTF		.45	1.10
		WC	JAckson 2-2695	3	150	A	C	GTF	G	.45	1.10
		WA	JAckson 2-2695	9	200	A	C	GTF		.45	1.10
IMPERIAL, NEB.	IML	FL	TU-2-4780	3	200			DEN			
INDIANAPOLIS, IND.	IND	AA	CHapel 1-2545	9,5,52,	600	A	A	C	G	.45	1.35
		DL	CHapel 1-3333	9,3,19,5	400	A	A	C		.45	1.35
		EA	CHapel 4-9521	9,19,7,10	200	A	A	C		.45	1.35
		LC®	CHapel 1-8201	3	200	A	A	C			
		OZ	MElrose 8-4909	3,54	200	A	A	C		.45	1.35
		TW	MElrose 4-3438	8,19,23	4000	A	A	C		.45	1.35
INT'L. FALLS, MINN.	INL	NO	ATlas 3-3871	3	200	C	C	C		No Service Available	
INYOKERN, CALIF.	IYK	PC		3						No Service Available	
IOWA CITY, IOWA	IOW	OZ	8-3604	3,43	200	A	C	PIA		No Service Available	
IRON MOUNTAIN, MICH.	IMT	NO	2575	3	200	C	C			No Service Available	
IRONWOOD, MICH.	IWD	NO	741-W	3	200	C	C			No Service Available	
ITHACA, N. Y.	ITH	MO	3351	9,3	200	C	C	SYR	G	.50	1.00
JACKSON, MICH.	JXN	NO	STate 9-6125	3	200	C	C			.50	1.00
JACKSON, MISS.	JAN	DL	20866	9,3,5,8	400	A	C	MSY		.55	1.35
		JO	28889	3	100	A	C	MSY		.55	1.35
		TT								.55	1.35
JACKSON, WYO.	JAC	FL	310	3	200	C	C	GTF	G	.65	1.25
JACKSONVILLE, FLA.	JAX	DL	Elgin 6-0484	3,5,8	400	A	A	C	G	.65	1.25
		EA	Elgin 6-5661	9,8,10,7,19,6	200	A	A	C		.65	1.25
		NA	Elgin 3-1586	9,3,6,52	400	A	A	C		.65	1.25
		NE	Elgin 5-6611	22	200	A	A	C		.65	1.25
		JO	Elgin 4-7815	3	200	A	A	C		.65	1.25
JAMESTOWN, N. Y.	JHW	AL	4118	3,19	150	C		BUF		.50	1.35
JAMESTOWN, N. D.	JMS	NW	199	4	200	C	A	MSP		No Service Available	
JANESVILLE, WISC.	JVL		PLeasant 4-5293	See Beloit, Wisc.						No Service Available	
JEFFERSON CITY, MO.	JEF	OZ	6-2350	3,54	200	C				.55	1.10
JOHNSON CITY, TENN.	TNI			See Bristol, Va.							
JOHNSTOWN, PA.	JST	AL	9-1144	3,19	150	C			G	.50	1.25
JOPLIN, MO.	JLN	AA	MAyfair 3-7085	9	250	A	C	MKC	G	.40	.85
		CN	MAyfair 3-2110	3	200	A	C	MKC		.40	.85
		OZ	MAyfair 3-1817	3,54	200	A	C	MKC		.40	.85
JUNEAU, ALASKA	JNU	AS						C			
		ES						C			
		PAA	6-1400	6	600			C			
		PN	6-1455	4,8,16				C		1.00	1.00
JUNCTION CITY, KAN.	MHK			See Manhattan, Kan.							
KALAMAZOO, MICH.	AZO	LC®	FIreside 9-2669	3	200						
		NO	FIreside 9-2646	3	200	C	C			.50	1.00
KALISPELL, MONT.	FCA	WC	SK-6-5053	3	150	C	C	GRG		No Service Available	
KAMLOOPS, B. C.	LKA	CP	109	3	200	C	C	C			
KANAB, UTAH		BL	MIdway 4-5001	3	200						
KANSAS CITY, MO.	MKC	BN	GRand 1-4040	9,1,5,22,52	2000	A	A	AC	G	.70	1.60
		CO	GRand 1-3705	3,10,22,50	200	A	A	AC		.70	1.60
		CN	Baltimore 1-3955	3	200	A	A	AC		.70	1.60
		DL	GRand 1-7813	9,3	300	A	A	AC		.70	1.60

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U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
KANSAS CITY, MO. (Concluded)	MKC	FL	VI-2-4252	3	200	A	A	C		.70	1.60
		DZ	Grand 1-6515	3,54	200	A	A	AC		.70	1.60
		TW	Grand 1-4400	50,7,19,23	4000	A	A	AC		.70	1.60
		UA	Grand 1-1133	10	200	A	A	AC		.70	1.60
KEARNEY, NEB.	EAR	FL	EM-4-2061	3	200			DEN			
KEENE, N. H.	EEN	MS	1910	3	100	C	C	BOS		.65	1.10
		NE	Elmwood 2-1030	3	200	C	C	BOS		.65	1.10
KELOWNA, B. C.	YKE	CP	6027	3	200					.25	.35
KENAI, ALASKA	ENA	PN	206	3	200					.75	1.00
KENNEWICK, WASH.	PSC			See Pasco, Wash.							
KERRVILLE, TEX.	ERV	TT	DE-4-4050	3	150	C		SAT		No Service Available	
KETCHIKAN, ALASKA	KTN	PAA	3131	6	600			A			
		PN	3138	8,10				A			
KEYSHUM, IDA.	SUN	WC		3	150			GEG			
KEY WEST, FLA.	EYW	NA	Cypress 6-5510	9	400	A	C	AC		No Service Available	
KILGORE, TEX.	GKH	CP		See Longview							
KIMBERLEY, B. C.	YXC	CP	IN-2-3511	9	200					No Service Available	
KING SALMON, ALASKA	AKN	PN	4	3	200					.60	1.00
KINGMAN, ARIZ.	IGM	BC	Skyline 3-3630	3	200	C	C	LAX		No Service Available	
KINGSPORT, TENN.	TRI	PI	Circle 6-4107	3	See Bristol						
		SO		See Bristol		A					
KINSTON, N. C.	ISO	PI	Jackson 3-3006	3	100	C	C	RDU		No Service Available	
KITIMAT, B. C.	YKI	CP	220	3,9	200			C		1.00	1.00
KLAMATH FALLS, ORE.	LMT	WC	TU-4-7322	3	150	A	C	OTH		.55	1.50
KNOXVILLE, TENN.	TYS	AA	7-6264	9,3	500	C	C	CHA	G	.60	1.25
		UA	7-5521	3,22,8	250	C	C	CHA		.60	1.25
		DL	7-4661	9,3	400	C	C	CHA		.60	1.25
		PI	7-2571	3	100	C	C	CHA		.60	1.25
		SO		3	200	C	C	CHA		.60	1.25
KODIAK, ALASKA	KDK	PN	4131	3						.75	1.00
KOKOMO, IND.	OKK	LC	Gladstone 2-3202	3	200	C					
KOTZEBUE, ALASKA	OTZ	AS		3	500						
LACONIA, N. H.	LCI	NE	2479	3	200	C		LWM		No Service Available	
LA CROSSE, WISC.	LSE	MO	4-5680	3	200	C	C			No Service Available	
LA FAYETTE, IND.	LAF	LC	Riverside 3-1841	3	200	C					
LAFAYETTE, LA.	LFT	EA	CE-3-8336	19,9	200	A		BTR	G	.55	1.10
		TT	DE-4-5282	3	150	A		BTR		.55	1.10
LA GRANDE, ORE.	LGD										
LA JUNTA, COLO.	LJA										
LAGUNA BEACH, CALIF.	SNA			See Santa Ana, Calif.							
LAKE CHARLES, LA.	LCH	EA	HE-6-3656	19,9	200	A	A	C	G	.55	1.35
		TT	HE-3-8511	3	150	A	A	C		.55	1.35
LAKELAND, FLA.	LAL	NA	MUtual 6-3129	9	200	C	C	TPA	G	.75	1.50
		RO	MUtual 3-5875							.75	1.50
LAKEVIEW, ORE.	LKV	WC	WH-7-2211	3	150	C	C	PDX		No Service Available	
LAKE PLACID, N. Y.	SLK	EA		19	200	C	C	MAL		No Service Available	
LAMAR, COLO.	LAA	CN	167	3	200			DEN			
LANCASTER, CAL.				See Palmdale, Calif.							
LANCASTER, PA.	LNC	AL	LOwell 9-0661	3,19	150	C			G	.55	1.35
		EA	LOwell 9-0666	19	200					.55	1.35
LAND O'LAKES, WISC.	INL			Served through Rhinelander, Wisc.							
LANDER, WYO.	RIW			See Riverton, Wyo.							
LANSING, MICH.	LAN	CA	IVanhoe 5-2744	3,4,20	250	A	A	YIP	G	.55	1.35
		NO	IVanhoe 4-7467	3	200	A	A	YIP		.55	1.35
LARAMIE, WYO.	LAR	FL	FRanklin 5-5656	3	200	C	C	DEN		No Service Available	
LAREDO, TEX.	LRD	TT	3-3645	3	150	A	A	AC		.40	1.25
LAS VEGAS, NEV.	LAS	BL	DUdley 2-8811	3,54	200	C	C	LAX	G	.75	1.45
		PC		19	200	C	C	LAX		.75	1.45
		TW	DUdley 2-7306	8,7	250	C	C	LAX		.75	1.45
		UA	DUdley 2-0505	10,5	200	C	C	LAX		.75	1.45
		WA	DUdley 2-2100	9,6	200	C	C	LAX		.75	1.45
LAUREL, MISS.	LUL	SO	3440	3	100					.60	1.20
LAWRENCE, MASS.	LWM	NE	MUrdock 3-5141	3	200	A	C	LWM		.25	.75
LAWTON, OKLA.	LAW	CO	ELgin 3-4512	3	200	C	A	DAL		No Service Available	
		CN	ELgin 3-8600	3	200	C		DAL		No Service Available	
LEMMON, S. D.	LEM	FL	50	3	200			GTF		No Service Available	
LETHBRIDGE, ALTA.	YQL	TC	FA-7-2711	3	300	C	C	C		.35	.75
LEWISTON, IDA.	LWS	WC	SHerwood 3-1545	3	150	A	C	GEG		No Service Available	
LEWISTON, ME.	LEW	NE	3-2031	3	200	C	C	PWM		.50	1.00
LEWISTOWN, MONT.	LWT	FL	Keystone 8-9621	3	200	C	C	GTF		No Service Available	
LEXINGTON, KY.	LEX	DL	4-569	9,3	250	C	C	CVG	G	.65	1.60
		EA	4-7795	19	200	C	C	CVG		.65	1.60
		PI	91920	3	100	C	C	CVG	G	.65	1.60
LIBERAL, KAN.	LBL	CN	MAin 4-7671	3	200		A			No Service Available	
LIMA, OHIO	LIA	LC	CApital 5-0075	3	200						
LINCOLN, NEB.	LNK	BN		3						.50	1.10
		FL	HEmlock 2-5391	3,9	200	A	C	OMA		.50	1.10
		UA	HEmlock 2-4371	9,6,10	300	A	C	OMA		.55	1.25
LITTLE ROCK, ARK.	LIT	AA	FRanklin 4-9333	5,10	250	A	A	MEM	G	.45	1.10
		BN	FRanklin 2-0207	9	200	A	A	MEM		.45	1.10
		CN	FRanklin 4-6418	3	200	A	A	MEM		.45	1.10
		DL	FRanklin 4-2040	9	300	C	C	MEM		.45	1.10
		TT	FRanklin 4-6312	3	150	C	C	MEM		.45	1.10
LOGAN, UTAH.	LGU	WC	SKyline 2-5301	3	150	C	A	GTF		No Service Available	
LOGANSPORT, IND.				See Kokomo, Ind.							
LONDON, KY.	LOZ	PI	VO 4-2250	3	100			ZDF		.35	.75
LONDON, ONT.	YXU	TC	2-3491	22	400	C	C	C		.50	1.00
LONG BEACH, CALIF.	LGB	LX		20	200	C	A	LAX			
		UA	HArrison 1-8214	9	200	A	A	LAX		.80	1.65
		WA	HArrison 1-8271	6	200	A	A	LAX		.80	1.65
LONGVIEW, TEX.	GGG	TT	MIchigan 3-2441	3	150	A	C	DAL		.50	1.35
LOS ANGELES, CALIF.	LAX	AA	MAdison 6-0201	5,18,10,50	10000	A	A	C	G	.80	1.65
		BL	SPring 6-2040	3,54	200	A	A	C		.80	1.65
		CO	SPring 6-2670	10,22,50	200	A	A	C		.80	1.65
		CMA	MAdison 6-8484	5		A	A	C			
		SK	ORegon 4-4300	10	1000	A	A	C		.75	1.55
		LX		20	200	A	A	C			
		PAA	MAdison 6-8484	10,50	5000	A	A	AC		.75	1.55
		PI	SPring 6-0640	3,19	200	A	A	C		.80	1.65
		SAS		5,6,10,9	320						
		TW	MIchigan 9441	8,7,23,50	4000	A	A	C		.80	1.65
		UA	SPring 6-2000	9,5,6,10,15,53,90C	6000	A	A	C		.80	1.65
		WA	SPring 6-2345	6,52	200	A	A	C		.80	1.65
(Lockheed Air Terminal)	BUR	AA	MAdison 6201	5,15,10	6000	A	A	C	G	.75	1.55
		PTL	STanley 7-3411	23	10000	A	A	C		.75	1.55
		LX		20	200	A	A	C			
		PC	ORegon 8-1206	3,19	200	A	A	C		.75	1.55
		UA	STanley 7-3780	5	300	A	A	C		.75	1.55
		WA	THornwall 2-2101	6	200	A	A	C		.80	1.65
LOUISVILLE, KY.	SDF	AA	EMerson 8-1666	9,5,52	500	A	A	C	G	.60	1.50
		AX								.60	1.50
		DL		5,9	300	A	A	C		.60	1.50
		EA	EMerson 8-1646	8,7,19,9	200	A	A	C		.60	1.50
		OZ	EMerson 8-9955	3,54	200	A	A	C		.60	1.50
		PI	EMerson 8-3312	3	100	A	A	C	G	.60	1.50

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CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
LOUISVILLE, KY. (Concluded)	SDF										
LOVELL, WYO.	FOY	TA	JUniper 3-5327	B,19	400	A	A	T		.40	1.40
LUBBOCK, TEX.	LBB			See Duluth, Minn.							
		BN	PO-6-7428	7,9,10	200	A	A	DAL		.40	1.35
		CO	FO-3-4804	3,22	200	A	A	DAL		.40	1.35
		CN	FO-3-9457	3	200	A	A	DAL		.40	1.35
LUFKIN, TEX.	LFK	TT	3-4521	3	150	C		HOU		.40	1.60
LYNCHBURG, VA.	LYH	PI	Victor 6-6575	3	100	C	C	SIC	G	.40	1.50
MACON, GA.	MCN	DL	3-6731	9,3	250	C	C	ATL	G	.40	1.35
		EA	2-8701	14,4	200	C	C	ATL		.40	1.35
MADISON, WISC.	MSN	NO	CHerry 4-4281	3	100	A	A	MSP		.40	1.25
		NW	CHerry 4-4816	4,,,19A	200	A	A	MSP		.40	1.25
		OZ	CHerry 4-4441	3,5A	200	A	A	MSP		.40	1.25
MAGNOLIA, ARK.	AGO	TT	711	3	150	C	C	DAL		No Service Available	
MANCHESTER, N. H.	MHT	NE	NAtional 3-7201	3	200	C	C	BOS		No Service Available	
MANDAN, N. D.	BIS			See Bismark, N. D.							
MANHATTAN, KAN.	MHK	CO	PRospect 8-2150	3	200	C	C	MKC		No Service Available	
MANITOWOC, WISC.	MTW	NO	MUrray 4-5657	3	200	C	C			No Service Available	
MANKATO, MINN.	MKT	NO	3708	3	200	C	C			No Service Available	
MANSFIELD, OHIO	MFD	LC	LAfayette 4-7411	3	200					No Service Available	
MARFA, TEX.	MRF	TT	235	3	150	C		ELP		No Service Available	
MARIANNA, FLA.	MAI	NA	Hilsan 2-2726	3	100	C	C	PEN		.50	1.00
MARIETTA, OHIO	PKB		Drake 5-6350	See Parkersburg, W. Va.							
MARINETTE, WISC.	MNM			See Menominee, Mich.							
MARION, ILL.	MWA	OZ	774	3,5A	200	C				No Service Available	
MARION, IND.	MZZ	LC	OHiland 4-1525	3	200						
MARION, OHIO	MNN	LC	2-2575	3	200						
MARQUETTE, MICH.	MQT	NO	GHanite 5-4194	3	200	C	C			No Service Available	
MARSHALL, TEX.	AGL	TT	4-4336	3	150	C		DAL		.40	1.60
MARTHA'S VINEYARD, MASS.	MVY	NE	Vineyard Haven 1400	3	200	C	C	BOS		No Service Available	
MARYSVILLE, CALIF.	MYV	FC	SHerwood 3-5497	3	200	C	C	SFO		No Service Available	
MASON CITY, IOWA	MCW	OZ	1095	3,5A	200	A		MSP		.55	1.50
MASSENA, N. Y.	MSS	EA	Rockwell 4-0505	14	200	C	C	A		No Service Available	
MATANE, P. Q.	YME	QA			400						
MATTOON, ILL.	MTO	OZ	ADams 4-7100	3,5A	200	C				No Service Available	
MAYO, Y. T.	YMA	CF	CFA	3	200	C	C				
MCALESTER, OKLA.	MLC	CN	GArden 3-4758	3	200	C	C	DAL		No Service Available	
MCALLEN, TEX.	MMK	TT	MI-6-3707	3	150			HOU		.40	1.60
MCCALL, IDA.		WC		3	150			SEA		.55	1.50
MCCOOK, NEB.	MCK	FL	96	3,6	200			OMA		No Service Available	
MCGRATH, ALASKA	MCG	AS		3,6	1000					.50	.50
MEDFORD, ORE.	MFR	PC	SPring 2-6161	3,19	200	C	C	OTH		.55	1.60
		UA	SPring 3-6233	9	300	C	C	OTH		.55	1.60
		WC	SPring 2-7269	3	150	C	C	OTH		.55	1.60
MEDICINE HAT, ALTA.	YXH	TC	JAckson 6-2605	3	200	C	C	C		.55	.55
MELBOURNE, FLA.	MLB	EA	7x7	19,9	200	A	C	PAT		.55	1.20
		NA	PArkway 3-6444	9	200	A	C	PAT		.55	1.20
MEMPHIS, TENN.	MEM	AA	WHitehall 8-8376	9,8,7,10	6000	A	A	C	G	.55	1.35
		BN	WHitehall 8-8395	9	250	A	A	C		.55	1.35
		CA	WHitehall 8-0393	22,9	250	A	A	C		.55	1.35
		DL	WHitehall 8-2606	9,3,5,10,1-8,32	6000	A	A	C		.55	1.35
		EA	WHitehall 2-2489	8,10,9	200	A	A	C		.55	1.35
		SO	WHitehall 8-1440	3	200	A	A	C		.55	1.35
		TT	WHitehall 8-2535	3	150	A	A	C		.55	1.35
MENOMINEE, MICH.	MNM	NO	UNion 3-4677	3	200	C	C			No Service Available	
MERCED, CALIF.	MCE	UA	MAdeleine 2-8011	9	200	C	C	SFO	G	.55	1.50
MERIDIAN, MISS.	MEI	DL	4-3141	9,3	200	A	C	MEM		.55	.55
		SO	9165	3	200	A	C	MSY		.55	.55
MEXICO CITY, D. F.	MEX	AA	22-12-22	5,15,10	400			A			
		EA	22-77-70	10	200			A			
		PAA	46-46-60	4,8	5000			A			
		WA	14-40-40	5	400			A			
		CMA	12-21-90	5,,,24				A			
		AEHONAVES	18-50-40	4,5,8,9,16A				A			
		LACSA	46-46-63	9							
MIAMI, FLA.	MIA	Aviaco	NEwton 3-4691	4,8	660			A			
		BN	NEwton 4-1451	5,10,30	550	A	A	A			1.80
		EA	NEwton 4-4573	22	700	A	A	A			1.80
		CA		22	200						1.80
		CU	TUxedo 7-4341	1,3,8,14,22	200	C	C	C			1.80
		DL	NEwton 5-4641	4,10,1-8,32	6000	A	A	A			1.80
		EA	NEwton 4-3571	10,7,22,5,A,10,19,							1.80
				22,9	4000	A	A				1.80
		Guest		8	200						
		KLM	FRanklin 3-8456	5	200	A	A	A			1.80
		LACSA	NEwton 3-2491	1,8		A	A	A			
		NA	TUxedo 5-2581	9,5,6,10,22,7,23	6000	A	A	A			1.80
		NE	NEwton 3-2431	6,22	200	A	A	A			1.80
		NW		22	200						1.80
		PAA	NEwton 3-2491	2,6,10,30,15,53	10000	A	A	A			1.80
		RD	TUxedo 7-3501	1,15	6000	A	A	A			1.80
		RN	RE-4743	9	6000	A	A	A			1.80
		TW	NEwton 3-4511	7,9A	400	A	A	A			1.80
		VE			10000	A	A	A			1.80
		AVENSA		1,8		A	A	A			
MIDLAND, TEX.	MAF	AA	MUtual 4-8281	5	200	C	C	ELP		.40	1.25
		CO	MUtual 2-1114	3,22	200	C	C	ELP		.40	1.25
MILES CITY, MONT.	MLS	FL	CEdar 2-1401	3	200	A	A	OTH		No Service Available	
MILWAUKEE, WISC.	MKE	AA	SHeridan 4-9856	9	250	A	A	C	G	.60	1.65
		CA	SHeridan 4-3327	3,22	250	A	A	C	G	.60	1.65
		EA	HUmboldt 1-4600	7,10	250	A	A	C	G	.60	1.65
		FT	HUmboldt 3-5000	Served through MDW		A	A	C		.60	1.65
		NO	HUmboldt 1-0500	3,9	200	A	A	C		.60	1.65
		NW	HUmboldt 3-0443	11,6,8,15A,10,52,6	4000	A	A	C		.60	1.65
		OZ	HUmboldt 3-3210	3,5A	250	A	A	C		.60	1.65
		UA	HUmboldt 1-3800	9,10	400	A	A	C		.60	1.65
			HUmboldt 1-3809								
MINNEAPOLIS, MINN.	MSP	BN	PArkway 4-8748	9,5,52	500	A	A	C	G	.55	1.30
		CA	PArkway 1-1831	22	150	A	A	C		.55	1.30
		EA	PArkway 1-5508	7,10,52	200	A	A	C	G	.55	1.30
		FT	PArkway 9-8321	1	4000	A	A	C		.55	1.30
		NO	PArkway 2-8281	3,9	250	A	A	C		.55	1.30
		NW	PArkway 1-3547, Ext. 204	11,6,8,10,15A,8,52	2000	A	A	C		.55	1.30
		OZ	PArkway 1-4456	3,5A	200	A	A	C		.55	1.30
		WA	PArkway 1-3383	9,,,52	250	A	A	C		.55	1.30
MINOT, N. D.	MOT	FL	TEmple 8-4025	3	250			OTT		No Service Available	
		NO	TEmple 2-8212	3	200			MSP		No Service Available	
MISSION, TEX.	MMX			See McAllen, Tex.							
MISSOULA, MONT.	MSO	NW	2-2471	4	400	C	A	OTT		No Service Available	
MITCHELL, S. D.	MHE	NO	WYman 6-8283	3	200	C	C			No Service Available	
MOAB, UTAH	MOK	FL	AL-3-6401	3	250	C	C	DEN			
MOBILE, ALA.	MOB	CA	GReenwood 9-6276	22	200	A	A	C	G	.55	1.60
		EA	GReenwood 9-1401	7,22,10,52	4000	A	A	C		.55	1.60
		NA	Diamond 2-3521	9	400	A	A	C		.55	1.60
		SO	Diamond 2-0733	9	100	A	A	C		.55	1.60

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
MODESTO, CALIF.	MOD	UA	LAmbert 3-3211	9	200	A	A	SFO		.50	1.25
MOLINE, ILL.	MLI	CA	[illegible]-7591	[illegible]	200	A	C	PIA		.55	1.25
		UA	Moline 2-7701	9,6	300	A	C	PIA		.55	1.25
MONCTON, N. B.	YQM	TC	EV4-4151	1,2,6	1000	C	C	C		.50	1.00
		MSA	4-0191								
MONROE, LA.	MLU	DL	Pla-2-6161	9,1	300	C	C	MLU		.60	1.20
		CO	Pla-2-6161	9,1	200	C	C			.60	1.20
		TT				C	C			.60	1.20
MONT JOLI, P. Q.	YYY	QAC		3	400						
MONTE VISTA, COLO.	MVI			See Alamosa, Colo.							
MONTEREY, CALIF.	MRY	PC	Frontier 4-7[illegible]	1,19	200	A	C	SFO	G	.55	1.10
		UA	Frontier 4-2151	9	300	A	C	SFO		.55	1.10
MONTGOMERY, ALA.	MGM	DL	JAckson 2-[illegible]	9,1	400	A	A	MCY	G	.40	.85
		EA	Cherry 2-5261	19,8,9	200	A	A	MCY		.40	.85
MONTPELIER, VT.	MVT	NE	Capitol 3-6595	2	200	C	C	BTV		No Service Available	
MONTREAL, QUE.	YUL	AF	University 1-6364		400	A	C	AC		.65	.75
		AA	VIctor 3-6661	10,9	500	A	A	AC		.65	1.50
		CP	University 1-6701	145	200	A	AC	AC		.65	1.50
		EA	Mercure 1-6731	10,9	200	C	C	A		No Service Available	
		KLM	University 1-6411	1,9,10,145	10000	A	C	AC		.65	.75
		NW	Melrose 1-8921	22	200	C	C	A		.50	1.25
		QA									
		TE	Hunter 9-7781	2,3,7,22,935	1500	A	A	A		.40	1.00
MONTROSE, COLO.	MTJ	EA	CHerry 2-[illegible]	3	200	C	A	DEN		No Service Available	
MOREHEAD CITY, N. C.	MRH	PI	PA-2-[illegible]	3	100	C	C	C		.50	.75
MORGANTOWN, W. VA.	MGW	UA	[illegible]-8301	3	150	C	C	PIT	G	.50	1.25
MOSCOW, IDA.	PUW			See Pullman, Wash.							
MOSES LAKE, WASH.	MWH			See Wenatchee, Wash.							
MOULTRIE, GA.	MGR	DO	VI-2-[illegible]	3	100,	C				.50	1.50
MUNCIE, IND.	MIE	LC	AT-2-[illegible]	3	200	C					
MUSKEGON, MICH.	MKG		[illegible]-[illegible]	3,6	200	A	C	C	G	.50	.65
MUSKOGEE, OKLA.	MKO	PO	MUrray 2-[illegible]	3	200	C	A	MKC		No Service Available	
MYRTLE BEACH, S. C.	MYR	EI	HIllcrest 7-[illegible]	3	100	C		CHS		.50	.85
NANTUCKET, MASS.	ACK	NE	[illegible]140	2	200	C	C	HYA		No Service Available	
NASHVILLE, TENN.	BNA	CA	CHapel 2-[illegible]	9,1,1,10	4000	A	A	C	G	.55	1.10
		AA	Alpine 3-[illegible]23	10,9	500	A	A	C		.55	1.10
		CP	Alpine 3-[illegible]41	9,19,10,	200	A	A	C		.55	1.10
		UA	CHapel 2-[illegible]3	3,5	200	A	A	C		.55	1.10
		AD	Alpine 3-[illegible]46	3	200	A	A	C		.55	1.10
		TW	Alpine 3-[illegible]26	3	250	A	A	C		.55	1.10
NATCHEZ, MISS.	HEZ	DO	[illegible]-[illegible]	3	100	C	C	C	G	.50	.65
NELSON, B. C.	YCI	CO	[illegible]	9	200					.55	.75
NEW BEDFORD, MASS.	EWB	EA	WYman 9-[illegible]	3	200	A	C			.55	.75
NEW BERN, N. C.	EWN	MS	MElrose 7-[illegible]	3	200	C	C	DCA		.55	1.10
		TT	Melrose 7-[illegible]	3	100	A	C	IAD		.55	1.10
NEW BRUNSWICK, N. J.	NBK										
NEW HAVEN, CONN.	HVN	AL	HOBart 7-[illegible]0	9,19,	150	A	A	C		.50	1.25
		EA	HOBart 7-[illegible]11	19,	200	A	A	C		.55	1.25
NEW IBERIA, LA.	LFT			See Lafayette, La.							
NEW LONDON, CONN.	GON	AE	MElling 6-[illegible]0	19,	150	C				.50	1.25
NEW ORLEANS, LA.	MSY	BN	LA-4-[illegible]11	9,8	200	C	C	AC		.55	1.25
		CA	EKlmer 4-[illegible]500	22,8	200	C	A	AC		.55	1.25
		DL	EKlmer 4-[illegible]658	9,1-4,5,6,10,52	6000	B	A	AC		.55	1.25
		ES	EKlmer 4-[illegible]961	9,10,25,50,52,5	4000	C	A	AC		.55	1.25
		NA	EKlmer 4-[illegible]616	9,1,6,10,52	400	C	A	AC		.55	1.25
		PAA	JAckson 2-[illegible]391	2,6	2000	C	A	AC		.55	1.25
		SO	EKlmer 4-[illegible]158	3	200	C	A	AC		.55	1.25
		TA	CAnal 8374	4	4500	C	A	AC		.55	1.25
		TT				C	A	AC		.55	1.25
		AVENSA		6		C	A	AC			
NEW PHILADELPHIA, OHIO	PHD	LC	4-[illegible]29	3	200						
NEW YORK, N. Y., or NEWARK, N. J. (La Guardia)	LGA	AA	HAvermeyer 4-[illegible]00	9,5,15,52	10000	A	A	AC	G	1.00	2.00
		CA	Mitchell 2-[illegible]00	22,8	200	A	A	AC		1.00	2.00
		EA	NE-9-[illegible]200	7,8,10,19,52	500	A	A	AC		1.00	2.00
		NE	Illinois 8-[illegible]000	9,3,6,22	200	A	A	AC		1.00	2.00
		NY	DEfender 3-[illegible]600,Ext 16	20,21	200	A	A	AC		1.00	2.00
		TW	OXford 3-[illegible]525	8,7,19,	400	A	A	AC		1.00	2.00
		UA	Illinois 8-[illegible]300	5,6	6000	A	A	AC		1.00	2.00
(Idlewild)	IDL	AA	HAvermeyer 4-[illegible]00	9,5,10,50,52	6000	A	A	AC	G	1.00	2.00
		AST	OLympia 6-[illegible]60		500						
		AERONAVES	3T-6-[illegible]41	168		A	A	AC			
		AF	OLympia 6-[illegible]80		200	A	A	AC		1.00	2.00
		AVIANCA	3T-6-[illegible]41	7	660	A	A	AC			
		AZ	JUdson 2-[illegible]500	10,53	440	A	A	AC		1.00	2.00
		BA	OLympia 6-[illegible]600	11,8,	11100	A	A	AC			
		BN	OLympia 6-[illegible]24	50,	500	A	A	AC		1.00	2.00
		CA	HAvermeyer 9-[illegible]40	22,8,	200	A	A	AC		1.00	2.00
		Cubana		3,22,5,	200						
		DL	OLympia 6-[illegible]82	9,10,53	200	A	A	AC		1.00	2.00
		EA	OLympia 6-[illegible]09	9,,,10,19,52,23,53	4000	A	A	AC			
		IH	OLympia 6-[illegible]60	9		A	A	AC			
		IY	OLympia 6-[illegible]90	3	650	A	A	AC			
		KLM	WHitehall 4-[illegible]40	9,10,1,23,57	10000	A	A	AC		1.00	1.75
		NA	OXford 7-[illegible]01	9,5,6,10,1,,,,53,	10,000	A	A	AC		1.00	2.00
		NE	OLympia 6-[illegible]90	9,1,6,10,,,,,53	200	A	A	AC		1.00	2.00
		NW	MUrraphill 7-[illegible]03	11,,,10,1,3,,52,531,	2000	A	A	AC		1.00	2.00
		NY	DEfender 3-[illegible]00	20,21	200	A	A	AC		1.00	2.00
		PAA	3T-6-[illegible]41	2,6,10,50,19,	10000	A	A	AC		1.00	2.00
		SD	OLympia 6-[illegible]48	1,2,15,	10000	A	A	AC		1.00	2.00
		SAB		14,9,5,15,10,	440						
		SN	JUdson 6-[illegible]50	5,6,10,	400	A-	A	AC			
		SR	OLympia 7-[illegible]00	5,6,10,	1000	A	A	AC			
		SW	Plaza 7-[illegible]2	2,6	6000	A	A	AC			2.00
		TI	JUdson 6-[illegible]10	22,8	500	A	A	AC		1.00	2.00
		TNE	OLympia 6-[illegible]97	4,6,8	4000	A	A	AC		1.00	2.00
		TW	OXford 3-[illegible]25	8,7,19,50	4000	A	A	AC		1.00	2.00
		UA	OLympia 6-[illegible]77	5,15,10,53,	6000	A	A	AC		1.00	2.00
(Newark)	EWR	AA	Market 3-[illegible]62	9,3,15,10,52,	10000	A	A	AC	G	1.00	2.00
		AE	Mitchell 2-[illegible]88	1,19,9,	150	A	A	AC		1.00	2.00
		BN	Market 3-[illegible]41	10,	200	A	A	AC		1.00	2.00
		CA	Mitchell 2-[illegible]00	22,8,	200	A	A	AC		1.00	2.00
		DL	Market 3-[illegible]42	1-3,10,	10000	A	A	AC		1.00	2.00
		EA	Mitchell 2-[illegible]89	23,,,10,19,52	4000	A	A	AC		1.00	2.00
		FFL	Market 4-[illegible]700	22,	13200	A	A	AC		1.00	2.00
		NW	Mitchell 2-[illegible]25	9,1	200	A	A	AC		1.00	2.00
		NA	Market 4-[illegible]91	9,3,6,10,5,	400	A	A	AC		1.00	2.00
		NY	Mitchell 2-[illegible]81	20,21	200	A	A	AC		1.00	2.00
		TA	Market 3-[illegible]40	8,7,19,	400	A	A	AC		1.00	2.00
		UA	Market 2-[illegible]30	5,15,10,6,5	10000	A	A	AC		1.00	2.00
NEWCASTLE, WYO.	ECS	FI	CHe-[illegible]21	3	200	C	C	DEN			

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CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
NEWPORT, VT.	NPE	NE Seasonal	1099.	3	200	C		C			
NEWPORT, ORE.	ONP	eC.	UNion 7-3573.	3	150			HX		No Service Available	
NEWPORT NEWS, VA.	PHP	CA.	WArwick 7-1141.	3,4	150	C	C	C		.55	1.25
		MA.	TYrie 6-1571	3,6	200	C	C	C		.55	1.35
		TI.	LYrie 6-2431.	3	100	C	C	C	G	.55	1.35
NIAGARA FALLS, N. Y.	IAG	AA.		Served through Buffalo N. Y.						.45	1.95
		CA.		Served through Buffalo N. Y.						.45	1.95
		MO.		Served through Buffalo N. Y.						.45	1.95
		AI.		Served through Buffalo N. Y.						.40	1.95
NOME, ALASKA	OME	ACA	MAin 199.	3,4	1000					.40	1.00
NORFOLK, NEB.	OFK	FI.	FRontier 1-0415	3	200					No Service Available	
		NO.	FRontier 1-5600	3	200					No Service Available	
NORFOLK, VA.	ORF	CA.	LOwell 3-3101	3,4,22,8	250	A	C	C	G	.55	1.25
		NA.	ULysses 3-4378.	3,8	400	A	C	C		.55	1.25
		FI.	ULysses 5-4761.	3	100	A	C	C	G	.55	1.25
		RO.	LOwell 5-4978	1	6000	A	C	C		.55	1.25
NORTH BAY, ONT.	YYB	T.	2366.	22.	500	C	C	C		.50	1.00
NORTH BEND, ORE.	OTH	eC.	SKyline 9-1011.	3	150	C	A	C		No Service Available	
NORTH EAST CAPE, ALASKA	OHC	AC.		3	400						
NORTH HOLLYWOOD, CALIF.	----	LX.		20.	200			LAX			
NORTH PLATTE, NEB.	LBF	FI.	LE-2-3600	3,9	200	C		DEN		No Service Available	
NORWALK, CONN.		NY.		14.	200					No Service Available	
OAKLAND, CALIF.	OAK			See San Francisco, Calif.							
OCALA, FLA.	OCA	EA.	MA-2-3207	19.	200	A	C	TPA	G	.35	.75
ODESSA, TEX.	MAF	AA.	FE-7-3561	3	250	C	C	ELP		.40	1.25
		CO.	FEderal 7-2371.	9,3	200	C	C	ELP		.40	1.25
OGDEN, UTAH	OGD	WC.	EXport 4-4533	3	150	C	A	DEN		.40	1.10
OGDENSBURG, N.Y.	OGS	MO.	1220.	3	200	C	C	C		No Service Available	
OIL CITY, PA.	FKL			See Franklin, Pa.							
OKLAHOMA CITY, OKLA.	OKC	AA.	MElrose 2-4578.	9,3,10.	600	A	A	DAL	G	.60	1.40
		BN.	MUtual 5-5113	9,3,52.	500	A	A	DAL		.60	1.50
		CO.	MUtual 5-7791	3,22.	200	A	A	DAL		.60	1.20
		CN.	MUtual 5-7744	3	200	A	A	DAL		.60	1.20
		TW.	MElrose 8-3377.	8	250	A	A	DAL		.60	1.20
OLYMPIA, WASH.	OLM	eC.	FLeetwood 6-6445.	3	150	C	A	C		No Service Available	
OMAHA, NEB.	OMA	BN.	WEbster 0682.	9,5	500	A	A	C	G	.55	1.25
		FL.	WEbster 8900.	3,9	200	A	A	C		.55	1.25
		NO.	ATlantic 9876	3	200	A	A	C		.55	1.25
		OZ.	HArney 7957	3,54	200	A	A	C		.55	1.25
		UA.	WEbster 2429.	9,5,6,10,15	400	A	A	C		.55	1.25
OMAK, WASH.	OMK	OC.	612	3	150	C	C	O&C		No Service Available	
ONTARIO, ORE.	ONO	WC.	TUcker 9-3632	3	150	C	C	GRG		No Service Available	
ONTARIO, CALIF.	ONT	BL.	YUkon 6-0724.	3,54	200	C	C	LAX		.65	1.40
		WA.		6,9	150	C		LAX		.65	1.40
ORANGE, CALIF.		LX.		20.	200			LAX			
ORLANDO, FLA.	ORL	DL.	CHerry 1-4530	5,1A.	4000					.50	1.20
		EA.	4-4524.	9,19,7,8,6,10	200	A	A	TPA	G	.60	1.20
		NA.	GArden 2-0709	9,10,23,52.	5000	A	A	TPA		.60	1.20
		RD.	GArden 5-2696	1	6000	A	A	TPA		.60	1.20
OSHKOSH, WIS.	OSH	NO.	BEverly 5-3106.	3,9	200	C	C			.40	2.25
OSSINING, N. Y.		NY.		20.	200			IGA		No Service Available	
OTTAWA, ONT.	YOW	EA.	TA 2-0475	9	200	C	C	AC		.50	1.00
		TC.	CEntral 2-9611.	22.	200	C	C	AC		.50	1.00
OTTUMWA, IOWA	OTM	OZ.	MUrray 3-1660	3,54	200	A	A	PIA		.50	1.00
OWENSBORO, KY.	OWB	EA.	MUrray 3-1585	3	200	C	C	CVG		No Service Available	
		OZ.	MUrray 4-2976	3,54	200	C	C	CVG		No Service Available	
OXNARD, CALIF.	OXR	PC.	HUnter 3-4614	3	200	C	C	LAX		No Service Available	
PADUCAH, KY.	PUK	DL.	31732	9,3	200	C	C	EVV		.35	1.85
		OZ.	3-6238.	3,54	200	A	C	EVV		.35	1.85
PAGE, ARIZ.	PGA	BL.	MIdway 5-2404	3	200						
PALATKA, FLA.	PLK	RD.		1 (Demand Service)	6000					No Service Available	
PALMDALE, CALIF.	PMD	PC.	WIndsor 7-2195.	19.	200			LaX			
PALM SPRINGS-INDIO, CALIF.	PSP	WA.	FAirview 5-2709	6	200	C	C	SAN		No Service Available	
		BL.	FAirview 5-5053	3,54	200	C	C	SAN		No Service Available	
PANAMA CITY, FLA.	PFN	NA.	POplar 3-9087	9	200	A	C	C		.80	1.10
		CO.	SUnset 5-6166	3	100					.80	1.10
PARIS, TEX.	PRX	CN.	SUnset 4-8535	3	200	C	C	SAL		.55	1.25
PARKERSBURG, W. VA.	PKB	AA.	HUdson 5-5542	9	250	C	C	PIT	G	.60	1.60
		AL.	HUdson 5-4541	3,19.	150	C	C	PIT		.60	1.60
		FI.	GArfield 8-6787	3	100	C	C	PIT		.60	1.60
PASCO, WASH.	PSC	WC.	LIberty 7-5547.	3	150	C	C	GGG		.50	1.50
PASO ROBLES, CALIF.	PRB	PC.	1700.	3	200	C	C	LaX			
PATERSON, N. J.	PNJ	NY.		20.	200			LGA		No Service Available	
PAWTUCKET, R. I.	PPZ	NE.	POplar 2-6230	3	400	A	C	PVD		No Service Available	
PAYETTE, IDA.	PYO		See Ontario, Ore.								
PEARL RIVER, N. Y.	PJR										
PECOS, TEX.	PEQ	TT.	HI-5-2738	3	150	C	A	ELP		No Service Available	
PENDLETON, ORE.	PDT	UA.	CHestview 6-7211.	9,5,6	600	C	A	GRG		.45	.95
		WC.	CHestview 6-2461.	3	150	C	A	GRG		.45	.95
PENSACOLA, FLA.	PNS	EA.	HEmlock 2-2314.	8,9	200	C	A	C	G	.50	.95
		NA.	HEmlock 2-5152.	9	600	C	A	C		.50	.95
PENTICTON, B. C.	YYF	CF.	2947.	9	200	C		C		.25	.60
PEORIA, ILL.	PIA	AA.	7-3555.	9	250	C	A	C		.50	1.45
		OZ.	7-3548.	3,54	200	C	A	C		.50	1.45
PERU, IND.	OKK			See Kokomo, Ind.							
PHILADELPHIA, PA.	PHL	AA.	SAratoga 7-7977	9,5,15,52,10,50	6000	A	A	C	G	.60	1.55
		AI.	SAratoga 7-7979	3,19.	150	A	A	C		.60	1.25
		CA.	SAratoga 7-6009	3,4,22.	250	A	A	C		.60	1.55
		DL.	SAratoga 7-9912	9,10,1-A.	6000	A	A	C		.60	1.55
		EA.	SAratoga 9-2115	10,7,19,8	200	A	A	C		.60	1.55
		FT.	SAratoga 6-7100	Served through NYC-EWR	10000	A	A	C		.60	1.55
		NA.	SAratoga 6-2235	9,6,23,52	4000	A	A	C		.60	1.55
		NE.	SAratoga 4-0310	6,22.	500	A	A	C		.60	1.55
		PAA	LOcust 8-1160	50.	600	A	A	C		.60	1.55
		RO.	SAratoga 4-0332	1	6000	A	A	C		.60	1.55
		TW.	LOcust 8-3230	8,5,14,50,25.	6000	A	A	C		.60	1.55
		UL.	SAratoga 7-9234	3,5,15,6,10,9	6000	A	A	C		.60	1.55
PHILLIPSBURG, PA.	PSB	AL.	DIckens 2-1670.	3,19.	150	C		PHL		.75	1.70
PHOENIX, ARIZ.	PHX	AA.	Alpine 8-6761	9,10.	600	C	C	DAL	G	.55	1.40
		BL.	Alpine 8-8466	3,54.	200	C	C	DAL		.55	1.40
		FL.	BRidge 5-7521	3,9	200	C	C	DAL		.55	1.40
		TW.	BRidge 5-5487	8	250	C	C	DAL		.55	1.40
		WA.	BRidge 5-6271	6,9.	150	C	C	DAL		.55	1.40
PIERRE, S. D.	PIR	NO.	CApital 4-5846.	3	200	C	C	MSP		.55	.75
		WA.	2448.	9	200	C	C	MSP		.35	.75

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
PINE BLUFF, ARK.	PBF	TT.	JE-4-8612	3	150	C		M&M		.50	1.00
PINEHURST, N. C.	SOP	PI.	Sou. Pines 2-8941	3	100	C	C	HOU		1.00	1.00
PITTSBURG, KAN.	PTS	OZ.	3600	3,54	200	C				No Service Available	
PITTSBURGH, PA.	PIT	AA.	SPaulding 1-2255	5	250	A	A	C	G	.80	1.35
		AL.	SPaulding 1-3514	3,19	150	A	A	C		.80	1.55
		CA.	SPaulding 1-1600	3,4,8,22	250	A	A	C		.80	1.55
		EA.	SPaulding 1-3100	9,7,19,52	200	A	A	C		.80	1.55
		LC ©	SPaulding 1-4938	3	200	A	A	C			
		NW.	SPaulding 1-1000	6	200	A	A	C		.80	1.55
		TW.	EXpress 1-3240	8,7,19,50,23	3000	A	A	C		.80	1.55
		UA.	FEderal 1-6137	10	200	A	A	C		.80	1.55
PITTSFIELD, MASS.	PSF	MO.	2-8639	3	100	C	C	BDL		.55	1.30
		WE.	9827	3	200	C	C	BDL		.55	1.30
PLAINVIEW, TEX.	PVW	CN.	CApitol 4-7829	3	200			DAL		.20	1.75
PLATTSBURG, N. Y.	PLB	EA.	1983	19	200	C	C	MAL		No Service Available	
POCATELLO, IDA.	PIH	WA.	CEdar 2-8756	9	200	C	C	GTF	G	.55	1.15
		WC.	CEdar 2-3784	3	150	C	C	GTF		.55	1.15
POMONA, CALIF.©	JPO	LX.		20	200			LAX			
PONCA CITY, OKLA.	PNC	CN.	HOgers 2-1611	3	200	C	A	MKC		No Service Available	
PORT ANGELES, WASH.	CIM	WC.	GLencourt 7-3101	3	150	C	A	C		No Service Available	
PORT ARTHUR, ONT.	YQT	TC.								.50	1.00
PORT ARTHUR, TEX.	BPT	DL.	YU-2-4321	9	300	C	A	C		.55	1.50
		EA.	YU-3-3317	19,9	200	C	A	C		.55	1.50
		PT.								.55	1.50
PORTLAND, ME.	PWM	NE.	SPruce 4-3941	9,3	200	A	C	PWM		.50	1.00
PORTLAND, ORE.	PDX	AS.	ATlantic 8-5072	4,6	1000	A	A	C	G	.60	1.50
		PT.	ATlantic 1-1158	1	10000	A	A	C		.60	1.90
		NW.	ATlantic 7-1103	4,6,10,2,52	2000	A	A	C		.60	1.90
		PAA	CApitol 7-6673	10,50	600	A	A	C		.55	1.25
		PN.	ATlantic 8-5043	3,4,8		A	A	C		.65	1.90
		UA.	ATlantic 7-2411	9,6,10,5,53	400	A	A	C		.65	1.90
		WA.	ATlantic 7-3221	6,52	200	A	A	C		.60	1.90
		WC.	ATlantic 8-5551	3	150	A	A	C		.60	1.90
PORTSMOUTH, OHIO©	PMH	LC.	BLackburn 9-6321	3	200						
POUGHKEEPSIE, N. Y.	POU	MO.	GHover 1-3900	3	100	C	C	ALB		No Service Available	
POWELL, WYO.	POY	PL.	SKyline 4-4222	3	200	C	C	GTF		No Service Available	
PRESCOTT, ARIZ.	PRC	BT.	252	3	200	C	C	DEN		.60	1.40
		FL.	HI-3-2100	3	200	C	C	DEN		.60	1.20
PRESQUE ISLE, ME.	PQI	NE.	4931	3	200	A	A	HUL		No Service Available	
PRINCE GEORGE, B. C.	YXS	CP.	7	3,6,9	200	C	C	C			
PRINCE RUPERT, B. C.	YPR	CP.	3213		200	C		C			
PRINCETON, W. VA.	BLF	PI.	Enterprise 0500	3	100	C		INT		No Service Available	
PROVIDENCE, R. I.	PVD	AL.	REgent 9-3100	9,19	150	A	A	C		.50	1.35
		EA.	REgent 7-9616	8,10	200	A	A	C		.50	1.35
		PT.	ELmhurst 1-8500	Served Through Boston, Mass.						.50	1.35
		NA.	REgent 9-1405	3	200	A	A	C		.50	1.35
		NE.	UNion 1-3300	3	200	A	A	C		.50	1.35
		UA.	TEmple 1-6950	6,5	300	A	A	C		.50	1.50
PROVO, UTAH	PVU	BL.	FRanklin 3-7077	6	200	C	C	DEN		No Service Available	
PUEBLO, COLO.	PUB	CO.	WHitney 8-3316	3,22	200	C	A	DEN	G	.55	1.25
		FL.	WHitney 8-3323	3	200	C	A	DEN		.55	1.25
PULLMAN, WASH.	PUW	WC.	LOgan 7-3761	3	150	C	C	GEG		.50	1.30
QUEBEC CITY, QUE.	YQB	TC.		22	600	C	C	C		.75	1.00
QUESNEL, B. C.	YZZ	CP.	60	3	200	C	C				
QUINCY, ILL.	UIN	OZ.	BAldwin 2-2442	3,54	200	C	C	STL		.75	1.75
RALEIGH, N. C.	RDU	CA.	TEmple 2-3876	3,22	150	C	A	C	G	.70	1.90
		EA.	TEmple 2-7380	8,19,7,9	200	A	A	C		.70	1.90
		FI.	VAnce 8-5721	3	100	C	A	C	G	.70	1.90
RAPID CITY, S. D.	RAP	FL.	FIllmore 3-6361	3	200	C	C	DEN		1.05	1.20
		NO.	FIllmore 3-5544	3	200	C	C	DEN		1.05	1.20
		WA.	FIllmore 2-7110	9	200	C	C	DEN		1.05	1.10
RAWLINS, WYO.	RWL	FL.	EAst 4-4971	3	200	C	C	DEN		No Service Available	
READING, PA.	RDG	EA.	FRanklin 5-8565	19	200	A	C	PHL		.45	1.35
		CA.	4-4947	3	150	A	C	PHL		.45	1.35
		TW.	FRanklin 6-7353	19	400	A	C	PHL		.45	1.35
RED BLUFF, CALIF.	RBL	PC.	LAurence 7-1701	3	200	C	C	ACV		No Service Available	
REDDING, CALIF.	RDD	PC.	CHestnut 3-1211	3,19	200	C	C	ACV		No Service Available	
REDMOND, ORE.	RDM	WC		(See Bend, Ore.)							
REGINA, SASK.	YQR	TC.	LAurence 2-5622	11,3,22	500	C	C	C		.50	1.00
REHOBOTH BEACH©	REH										
RENO, NEV.	RNO	BL.	FAirview 7-0001	3,54	200	C	C	SFO	G	.50	1.25
		UA.	FAirview 9-1020	9,5	400	C	C	SFO		.50	1.25
		WA.	FAirview 3-1801	6	200	C	C	SFO		.50	1.25
RHINELANDER, WIS.	RHI	NO.	FOrest 2-6316	3	200	C	C			No Service Available	
RICHLAND, WASH.	PSC			See Pasco, Wash.							
RICHMOND, IND.©	RID	LC.	4-1121	3	200						
RICHMOND, VA.	RIC	AA.	FAirfield 2872	9	500	A	A	C	G	.45	1.25
		CA.	7-4609	22,4	150	A	A	C		.45	1.25
		EA.	FAirfield 4105	8,19	200	A	A	C		.45	1.25
		NA.	REpublic 7-4186	4,6	200	A	A	C		.45	1.25
		PI.	REpublic 7-4101	3	100	A	A	C	G	.45	1.25
RIMOUSKI, P. Q.	YRW	QDA		3	400						
RIVERSIDE, CALIF.	JRD	BL.	Overland 9-6221	3	200	C		LAX		No Service Available	
RIVERTON, WYO.	RIW	FL.	ULster 6-3552	3	200	C	C	DEN		No Service Available	
ROANOKE, VA.	ROA	AA.	EMpire 6-3455	9	500	A	A	RIC	G	.45	1.00
		EA.	6-0351	19	200	A	A	RIC		.45	1.00
		PI.	EMpire 6-0381	19	100	A	A	RIC		.45	1.00
ROCHESTER, MINN.	RST	BN.	ATlas 9-4591	9	200	C	A	C	G	.35	.85
		NW.	ATlas 2-1709	4	200	C	A	C		.35	.85
		OZ.	3333	3,54	200	C	A	C		.35	.85
ROCHESTER, N. Y.	ROC	AA.	FAirview 8-4040	9,5	500	A	C	AC	G	.50	1.25
		CA.	BEverly 5-8524	3,4,8,22	250	A	C	AC		.50	1.25
		FI.	BAker 5-1473	Served Through Buffalo N. Y.						.50	1.25
		MO.	FAirview 8-1550	9,3	200	A	C	AC		.50	1.25
ROCKFORD, ILL.	RFD	CO.	4-0661	3,54	200					.75	1.75
		NO.	WOodland 5-1400	3	200					.75	1.75
ROCKLAND, ME.	RKD	NE.	804	3	200	C		C		No Service Available	
ROCK SPRINGS, WYO.	RKS	FL.	EMpire 3-5522	3	200	C	C	DEN		.50	1.00
ROCKY MOUNT, N. C.	RMT	CA.	2-2144	3	150	C	C	RDU		.50	1.50
ROME, GA.	RMG	EA.	2-1521	19	200	C	A	ATL		.40	1.00
ROME, N. Y.	UCA			See Utica, N. Y.							
ROSEBURG, ORE.	RBG	WC.	ORchard 3-3231	3	150	A	A	OTH		No Service Available	
ROSWELL, N. M.	ROW	CO.	MA-2-7432	3	200	C	C	ELP		.35	.75
ROSS BAY, LAB.	YRF	QBA		3	400						
ROUYN, QUE.	YUY	TC.		22	300	C	C	C		.75	1.00
RUPERT, IDA.	RYI	WC.	ORchard 8-7402	3	150	A	A	GTF		No Service Available	
RUTHERFORD, N. J.	RTF	NY.		20	200			EWA		No Service Available	
RUTLAND, VT.	RUT	EA.	PRospect 3-6990	19	200	C	C	BTV		No Service Available	
SACRAMENTO, CALIF.	SAC	PC.	Gladstone 6-6406	19,3	200	A	C	SFO	G	.60	1.35
		UA.	GArden 1-1000	9,5,6	400	A	C	SFO		.60	1.35
		WE.	GArden 1-2440	3	150	A	C	SFO		.60	1.35
SAFFORD, ARIZ.	SAD	FL.	1004	3	300	C		DEN		No Service Available	
SAGINAW, MICH.	MBS	CA.	OXbow 5-6371	3,22,4	250	C	C	C		.70	1.45

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CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum
SAGUENAY, QUE.	YBG	TC			200					No Service Available	
SAINT JOHN, N. B.	YSJ	TC	3-1631	22,23	500	C	C	C		.50	1.00
ST. JOHN'S, N'FLD.	YYT	TC	2370	11,20	1000	C	C	C		.80	1.40
		MAR		7,14	500	A	A	C			
ST. JOSEPH, MICH.				See Benton Harbor							
ST. JOSEPH, MO.	SJU	FL	ADams 4-7919	3	200	C	C	C		.55	1.25
		OZ	ADams 2-4000	3,4	200	C	C	C		.55	1.25
ST. LOUIS, MO.	STL	AA	Parkview 5-9010	9,11,10,14,20	6000	A	A	C		.60	1.60
		HN	Pershing 1-2243		6000	A	A	C		.60	1.60
		CA	Pershing 1-2231	2	200	A	A	C		.60	1.60
		DL	Pershing 1-2194	9,7,10,14	6000	A	A	C		.60	1.60
		EA	Pershing 1-0010	9,12,10,32	200	A	A	C		.60	1.60
		OZ	Pershing 1-0990-J	3,24	200	A	A	C		.60	1.60
		TW	GHeva 6-800	2,7,14,21,23	4000	A	A	C		.60	1.60
ST. PAUL, MINN.	MSP			See Minneapolis, Minn.							
ST. PETERSBURG, FLA.	PIE	EA	Hemlock 8-2121	7,9,12,8,10,19	200	A	C	AC	G	.75	1.50
		DL	Hemlock 8-7754	5	200	C	C	AC	G	.75	1.50
		NA	Hemlock 8-2161	9,24	200	A	C	AC		.75	1.50
		NE	TAmpa 7-8492	Served Through Tampa	200	A	C	AC			
		NW		22	200						
		HD	REdwood 6-1351	1	6000	A	C	AC		.75	1.50
		TC	5-7011	Served Through Tampa							
		TW		Served Through Tampa							
SALEM, ORE.	SLE	UA	EMpire 2-2441	9	300	C	A	PDX	G	.50	1.00
		WC	JUstice 1-2548	3	150	C	A	PDX		.50	1.00
SALINA, KAN.	SLN	CD	TAylor 5-5552	3	200	C	A	MKC	G	.35	1.00
SALINAS, CALIF.	SNS	UA	Harrison 4-7686	9	200	A	A	SFO		No Service Available	
SALISBURY, MD.	SBY	AL	3158	3	150	C	A			.50	1.25
SALT LAKE CITY, UTAH.	SLC	BL	DAvis 8-8696	3,24	200	A	C	DEN	G	.40	1.10
		FL	EMpire 3-4778	3,9	200	A	C	DEN		.40	1.10
		UA	DAvis 8-8696	9,5,6,10,15	6000	A	C	DEN		.40	1.10
		WA	DAvis 2-0186	9,6,52	200	A	C	DEN		.40	1.10
		WC	DAvis 8-0976	3	150	A	C	DEN		.40	1.10
SAN ANGELO, TEX.	SJT	CO	7196	3,22	200	C	C	SAT		.50	1.10
		TT	8195	3	150	C	C	SAT		.50	1.10
SAN ANTONIO, TEX.	SAT	AA	TAylor 4-1401	9,15	6000	A	A	C	G	.55	1.10
		BN	TAylor 2-3551	20,9,8	500	A	A	C		.55	1.10
		CMA	CA-4-6910	4,5		A	A	C			
		CD	TAylor 6-8591	10,5,6	600	A	A	C		.55	1.10
		EA	TAylor 6-3230	9,7,10,1,20	200	A	A	C		.55	1.10
		TT	TAylor 6-6301	3	150	A	A	C		.55	1.10
SAN BENITO, TEX.	HRL	TT	GA-3-4200	3	150	C		DAL		No Service Available	
SAN BERNARDINO, CALIF.	SBD	LX		20	200	C		LAX			
	ONT	WA	Yukon 6-1119	6	200	C		LAX		No Service Available	
SAN DIEGO, CALIF.	SAN	AA	CYpress 6-6128	9,10	600	C	A	AC	G	.65	1.50
		BL	CYpress 6-6144	3,24	(10,000 via LAX)						
		FT	CYpress 6-6273	Served through BUR	200	C	A	AC		.65	1.50
		UA	Belmont 4-7171	9,5,6,10	6000	C	A	AC		.65	1.50
		WA	CYpress 8-8861	6	400	C	A	AC		.65	1.50
SANDPOINT, B. C.	YZP	CP		3	200						
SAN FRANCISCO, CALIF.	SFO	AA	Yukon 2-4620	9,15,20,10	6000	A	A	AC	G	.80	1.70
		FT	Plaza 5-9405	1,15,23	10000	A	A	AC		.80	1.70
		JL	JUno 3-3612	6	600	A	A	AC			
		PAA	EX-7-1414	15,10,50	6000	A	A	AC		.80	1.70
		PC	Plaza 5-9200	3,19	200	A	A	AC		.80	1.70
		TW	Yukon 2-5800	8,7,50,23	6000	A	A	AC		.80	1.70
		UA	JUno 8-424, JUno 8-1443	9,5,15,6,10,53,50C	6000	A	A	AC		.80	1.70
		WA	Plaza 6-0877	6,24	400	A	A	AC		.80	1.70
		WC	Plaza 6-8555	3	150	A	A	AC		.80	1.70
SAN JOSE, CALIF.	SJC	PC	CYpress 3-5408	3,19	200	C	C	SFO		1.00	2.00
SAN JUAN, PUERTO RICO.	SJU	DL	9-0045	9	200		A	AC			
		AVIANCA		7							
		EA	9-0020	10,6,23,58A	4000	C	A	AC			
		PAA	2-9000	2,6,10,50	6000		A	AC		.60	1.35
		NA	9-0360	1,2	6000	C	A	AC			
		THC	SAn Juan 9-0037	4,6,2	4000	C	A	AC		.65	1.35
SAN LUIS OBISPO, CALIF.	SBP	PC	Enterprise 1-1513							No Service Available	
SANTA ANA, CALIF.	SNA	BL	KImberly 5-1146	3,24	200	C	C	LAX		.65	1.50
		LX		20	200	C	C	LAX			
SANTA BARBARA, CALIF.	SBA	PC	WOodland 8-5121	19	200		C	LAX		No Service Available	
		UA	WOodland 7-1255	9	200	A	A	LAX		No Service Available	
SANTA CLARA, CALIF.	SJC			See San Jose, Calif.							
SANTA CRUZ, CALIF.	WVI										
SANTA FE, N. M.	SAF	CO	YUkon 3-6397	3,20	200	C	C	ELP	G	1.05	1.10
		TW	3-6671	8	250	C	C	ELP		1.05	1.10
SANTA MARIA, CALIF.	SMX	PC	WAlnut 4-2541	3	200	C	C	LAX		No Service Available	
SANTA MONICA, CALIF.	SMO	LX		20	200	C		LAX			
SANTA ROSA, CALIF.	STS	PC	LIberty 2-7095	3,19	200	C	C	SFO		No Service Available	
SARANAC LAKE, N. Y.	SLK	EA	2052	19	200	C	C	MAL		No Service Available	
SARASOTA, FLA.	SRQ	NA	Elgin 5-6447	9,24	200	A	C	TPA		.50	1.00
		ND		(Demand Service)						.50	1.00
SASKATOON, SASK.	YXE	TC	8224	13,22	400	C	C	C		.50	1.00
SAULT STE. MARIE, MICH.											
	INR	CA	MElrose 2-3271	3,4	250	C	C	AC	G	.50	1.00
		NO	MElrose 2-3271	3	200	C	C	AC	G	.50	1.00
SAULT STE. MARIE, ONT.	YAM	TC	ALgoma 6-5664	22	200	C	C	C		.35	.75
SAVANNAH, GA.	SAV	DL	ADams 3-0207	9,3	300	A	A	C	G	.75	1.50
		EA	ADams 3-6651	19	200	A	A	C		.75	1.50
		NA	ADams 6-8234	9,6	200	A	A	C		.75	1.50
SCOTTSBLUFF, NEB.	BFF	FL	MElrose 5-2007	3	200	C	C	DEN		.55	1.10
SCHEFFERVILLE, P. Q.	YKL	QBA		3	400						
SCRANTON, PA.	AVP			See Wilkes-Barre, Pa.							
SEATTLE, WASH. (Seattle Tacoma)	SEA	AA	CHerry 2-0600	4,5	1000	C	C	AC	G	.60	1.65
		NW	CHerry 4500	6,11,15A,21,22,23D	2000	C	C	AC		.60	1.65
		TC	MAin 4-2121	10,20,6	600	C	C	AC		.60	1.65
		PAA	CHerry 3-1079	4,8,16		C	C	AC		.60	1.65
		TC	CHerry 2211	3	300	C	C	AC		.60	1.65
		UA	CHerry 4-4000	9,6,10,5,23,50C	400	C	C	AC		.60	1.65
		WA	CHerry 3-5800	6,5C	200	C	C	AC		.60	1.65
SEATTLE, WASH. (Boeing Field)	BFI	FT	PArkway 3-5916	1	10000	C	C	AC		.60	1.65
		WC	Parkway 3-5500	3	150	C	C	AC		.60	1.65
SELMA, ALA.	SEM	DL	4-7581	3	200	C	C	ATL			
		SO	TRinity 4-7581	3	100	C	C	ATL		.45	.90
SEVEN ISLANDS, QUE.	YGV	TC		22	600	C	C	C		No Service Available	
SHEFFIELD, ALA.	MSL	EA	EVergreen 3-0501	19,9	200	C	A	BHM		.35	.75
		PA	EVergreen 3-4581	3	200	C	A	BHM		.35	.75
SHERIDAN, WYO.	SHR	WA	ORchard 4-2424	6	200	C	C	GTF		.50	1.00

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
SHERMAN, TEX.	SWI	CN.	TWinbrook 2-4328.	3	200	C	C	DAL		No Service Available	
SHREVEPORT, LA.	SHV	BN.	ME 1-7451	9,5	200	C	A	DAL		.65	1.25
		DL.	6-1831.	9,3,8,19.	3000	C	A	DAL		.65	1.25
		TT.	6-4971.	3	150	C	A	DAL		.65	1.25
SIDNEY, MONT.	SDY	FL.	838	3	200	C	A	GTF		No Service Available	
SIDNEY, NEB.	SNY	FL.	3542.	3	200			DEN			
SILVER CITY, N. M.	SVC	FL.	53 8-3021	3	200	C	A	DUG		No Service Available	
SIOUX CITY, IOWA	SUX	BN.	8-5553.	9	200	A	C	OMA		.45	.90
		NO.	8-0591.	3	200	A	C	OMA		.45	.90
		OZ.	5-6308.	3,54.	200	A	C	OMA		.45	.90
SIOUX FALLS, S. D.	FSD	BN.	4-6051.	9	200	C	C	MSP	G	.55	1.10
		NO.	EDison 4-9943	3	200	C	C	MSP		.55	1.10
		WA.	4-4994.	9,6	200	A	C	MSP		.55	1.10
SMITHERS, B. C.	YYD	CP.		1,3,6,9	200						
SOUTH BEND, IND.	SBN	FT.	ATlantic 8-4441	Served Through Chicago					G	.55	1.20
		LC@	CEntral 4-4172.	3	200	A	A	CHI			
		NO.	CEntral 3-5131.	3,9	200	A	A	CHI		.55	1.20
		TW.	CEntral 2-1414.	19.	250	A	A	CHI		.55	1.20
		UA.	CEntral 2-4811.	9,6	300	A	A	CHI		.55	1.20
SOUTHERN PINES, N. C.	SOP	FL.	2-8941.	3	100	C	C	ROU		1.00	1.00
SPARTANBURG, S. C.	SPA	DL.	7131.	3	200	A	A	ATL		.45	1.10
		EA.	3-6326.	19.	200	A	A	ATL		.45	1.10
		SO.	3-5532.	3	100	A	A	ATL		.45	1.10
SPEARFISH, S. D.	SPF	NO.	57.	3	200	C	C			No Service Available	
SPOKANE, WASH.	GEG	NW.	MAdison 4-3213.	4,6,10,2.	500	A	A	C	G	.60	1.60
		UA.	TEmple 8-8222	9,5,6	300	A	A	C		.60	1.75
		WC.	HI-7-7114	3	150	A	A	C		.60	1.60
SPRINGFIELD, ILL.	SPI	AA.	8-3464.	9	250	C	A	C	G	.40	1.10
		OZ.	8-9677.	3,54.	200	C		C		.40	1.10
SPRINGFIELD, MASS. (Bradley Field)	BDL	AA.	REpublic 7-3774	Served Through Hartford.					G	.65	1.25
		EA.	REpublic 2-6275	Served Through Hartford.						.65	1.25
		FT.	REpublic 4-5675	Served Through Hartford.						.65	1.25
		NE.	NAtional 3-4418	Served Through Hartford.						.65	1.25
		TW.								.65	1.25
SPRINGFIELD, MASS. (Barnes Field)	BAF	UA.	REpublic 9-3851	5,9,10,15	4000	A	C			.65	1.25
		MO.	REpublic 7-0107	3	200	A	C	C		.65	1.25
SPRINGFIELD, MO.	SGF	AA.	4-1871.	9	250	A	C	MKC	G	.40	1.10
		DL.	4-7353.	9,3	200	A	C	MKC		.40	1.10
		OZ.	4-6861.	3,54.	200	A	C	MKC		.40	1.10
SPRINGFIELD, OHIO@	SGH	LC.	ENterprise 5-6408	Served Through Dayton							
STAMFORD, CONN.	SCC	NY.	DAvis 3-8785.	20.	200			LGA		No Service Available	
STATE COLLEGE, PA.	PSB			See Philipsburg, Pa.							
STAUNTON, VA.	SHD	PI.	Weyers Cave 2761.	3	100	C	C	DCA		.70	1.40
STEPHENVILLE, NFLD.	YJT	TC.	5132.	13,22	1000	C	C	AC		.35	.75
		MAR	3-2144.	3,1,4	500	A	A	A			
STERLING, COLO.	STK	FL.	LA-2-5445	3	200						
STEVENS POINT, WIS.	STE	NO.	DIamond 4-2233.	3	200	C	C			No Service Available	
STILLWATER, OKLA.	SWO	CN.	FRontier 2-2647	3	200	C	C	DAL		No Service Available	
STOCKTON, CALIF.	SCK	PC.	HOward 4-2440	3	200	C	C	SFO	G	.80	1.85
		UA.	HOward 6-9755	9	300	C	C	SFO		.80	1.85
STUART, FLA.	SUA	RD	933	1 (Demand Service)	6000					No Service Available	
STUTTGART, ARK.	SGT	TT.	WA-2-6200	3	150	C	C	MEM		No Service Available	
SUDBURY, ONT.	YSB	TC.	OSborne 4-4248.	22.	400	C	C	C		.50	1.00
SUN VALLEY, IDA.	SUN	WC.		3	150			GEG			
SUPERIOR, WISC.	---			See Duluth							
SWIFT CURRENT, SASK.	YYN	TC.	2945.	3	200	C	C	C		.70	.75
SYDNEY, N. S.	YQY	TC.	4546.	13,22	1000	C	C	C		.50	1.00
SYRACUSE, N. Y.	SYR	AA.	GLenview 4-2423	9,5,10.	500	C	C	C	G	.45	1.25
		EA.		7,19.	200	C	C	C		.45	1.25
		MO.	54-3251	9,3	200	C	C	C		.45	1.25
TACOMA, WASH.	SEA	WA.	BRoadway 2-5188	6	200	C	C	AC		.65	1.75
		NW.		(See Seattle)							
TALLAHASSEE, FLA.	TLH	EA.	3-3802.	19,9.	200	A	A	PFN	G	.50	1.50
		NA.	2-4410.	9	200	A	A	PFN		.50	1.50
TAMPA, FLA.	TPA	CA.								.75	1.50
		EA.	REdwood 6-2461.	8,7,19,9,52,10.	200	A	A	AC	G	.75	1.50
		DL.	REdwood 6-9447.	5,1A.	2000	A	A	AC		.75	1.50
		NA.	REdwood 6-9833.	9,5,6,52,10	400	A	A	AC		.75	1.50
		NE.	REdwood 6-2987.	6,22.	200	A	A	AC		.75	1.50
		NW.		52.	200					.75	1.50
		RD.	REdwood 6-1351.	1	6000	A	A	AC		.75	1.50
		TC.	ENterprise 5-7611	13,22	350	A	A	AC		.75	1.50
		TW.	REdwood 6-4108.	7	250	A	A	AC		.75	1.50
		ASA	HEmlock 5-2151.	1	100	A	A	AC			
TEMPLE, TEX.	TPL	CO.	PR-3-5222	3	200	C	C	SAT	G	.55	1.35
		TT.	PR-8-2777	3	150	A	C	SAT		.55	1.35
TERRACE, B. C.	YXT	CP.	152	3	200	C				.25	.60
TERRE HAUTE, IND.	HUF	LC@	L-6159.	3	200	A	C	EVV			
		TW.	LIncoln 1234.	19.	250	A	C	EVV		No Service Available	
TETERBORO, N. J.	TEB	NY.		19.	200			LGA		No Service Available	
TEXARKANA, ARK.	TXK	BN.	2-6562.	9	200	C	C	DAL		.50	1.10
		TT.	2-4517.	3	150	C	C	DAL		.50	1.10
THIEF RIVER FALLS, MINN.	TVF	NO.	MUrdock 1-1223.	3	200	C	A			No Service Available	
TIMMINS, ONT.	YTS	TC.	1440.	22.	200	C	C	C		.55	1.25
TOLEDO, OHIO	TOL	CA.	HOlland HU 7-2121	3	150	C	A	C	G	.45	1.50
		DL.	HOlland 7-2369	9,3	300	C	A	C		.45	1.50
		EA.	HOlland 7-2311.	9,7,10.	200	C	A	C		.45	1.50
		FT.	CHerry 4-4276	Served Through Detroit Mich.						.45	1.35
		LC	UN(Holland)5-2358	3	200	C	A	C			
		TW.	CHerry 4-4343	3,19.	250	C	A	C		.45	1.50
		UA.	UNiversity 5-5261	9,6,5	300	C	A	C		.45	1.50
TONOPAH, NEV.	TPH	BL.	742.	3	200	C	A	SFO		No Service Available	
TOPEKA, KAN.	TOP	CO.	CEntral	3	200	A	A	MKC	G	.55	1.25
		CN.	CEntral 3-9671.	3	200	A	A	MKC	G	.55	1.25
TORONTO, ONT.	YYZ	AA.	EMpire 8-4369	9,5,52.	600	A	A	AC		.55	1.25
		CP.	BUtler 6-3601	14A	500	A	AC	AC		.45	1.10
		TC.	EMpire 6-9471	12,13,7,22,53C.	500	A	A	A		.45	1.50
TRAIL, B. C.			1188.	9 See Castlegar	200	C	C	C		.75	.75
TRAVERSE CITY, MICH.	TVC	CA.	WIndsor 7-5965.	3,6	150	A	A	MKG		No Service Available	
TRENTON, N. J.	TTN	AL.	TUxedo 2-4100	3	150	C	A	PHL		.55	1.10
TUSCON, ARIZ.	TUS	AA.	MAin 3-4911	5,10.	250	A	A	DUG	G	.78	1.50
		FL.	AXtel 4-2677.	3	200	A	A	DUG		.78	1.50
		TW.	MAin 3-5418	8	250	A	A	DUG		.78	1.50
TULLAHOMA, TENN.	THA	SO.								No Service Available	
TULSA, OKLA.	TUL	AA.	TEmple 8-4561	9,5,10,52	600	A	A	MKC	G	.50	1.25
		BN.	TEmple 5-1561	9,5	500	A	A	MKC		.50	1.25
		CO.	TEmple 5-7677	3,5,22.	200	A	A	MKC		.50	1.25
		CN.	TEmple 5-9521	3	200	A	A	MKC		.50	1.25
		TW.	TEmple 5-7431	8	250	A	A	MKC		.50	1.25
TUPELO, MISS.	TUP	SO.	VInewood 2-8700	3	100	C				.60	1.20
TUSCALOOSA, ALA.	TCL	SO.	PLaza 3-3541	3	100					.50	1.00
TUSCUMBIA, ALA.	MSL			See Sheffield, Ala.							
TWIN FALLS, IDA.	TWF	WC.	BRdwood 3-6721.	3	150	C	C	GEG		.50	1.00
TYLER, TEX.	TYR	TT.	4-9379.	3	150	C	A	DAL	G	.60	1.35
UKIAH, CALIF.	UKI	PC.	HOmestead 2-3742	3	200		C			No Service Available	
UNALAKEET, ALAS.	---	AS.								No Service Available	
UNIVERSITY, OXFORD, MISS.	UOX	SO.	2498.	3	100					No Service Available	

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CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
WAUKEGAN, ILL.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WAVERLY, N. Y.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WAYNE CO. AIR.	YWO	[illegible]	[illegible]	[illegible]	250	[illegible]	[illegible]	[illegible]	[illegible]	.40	1.00
WAYNESBORO, PA.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WELLSTON, OKLA.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WELLSVILLE, N. Y.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WENDOVER, UTAH	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WEST PALM BEACH, FLA.	PBI	[illegible]	[illegible]	[illegible]	100	C	C	JAX	[illegible]	.60	1.20
WHEELING, W. VA.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WHITE PLAINS, N. Y.	HPN	[illegible]	[illegible]	[illegible]	500	C	C	[illegible]	[illegible]	[illegible]	[illegible]
WHITEHORSE, Y. T.	YXY	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WHITEHORSE, Y. T.	YXY	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WHITE PLAINS, N. Y.	HPN	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WHITE RIVER JCT., VT.	LEB	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WICHITA, KAN.	ICT	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WICHITA FALLS, TEX.	SPS	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WILKES-BARRE, PA.	AVP	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WILLIAMS LAKE, B. C.	YWL	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WILLIAMSPORT, PA.	IPT	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WILLISTON, N. D.	ISN	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WILMINGTON, CALIF.	WGM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WILMINGTON, DEL.	ILG	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WILMINGTON, N. C.	ILM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WINDSOR, ONT.	YQG	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WINNIPEG, MAN.	YWG	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WINONA, MINN.	GWA	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WINSLOW, ARIZ.	INW	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WINSTON-SALEM, N. C.	INT	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WISCONSIN RAPIDS, WISC.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WOLF POINT, MONT.	OLF	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WOONSOCKET, R. I.	OFZ	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WORCESTER, MASS.	ORH	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WORLAND, WYO.	WRL	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WORTHINGTON, MINN.	OTG	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
YAKIMA, WASH.	YKM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
YAKUTAT, ALASKA.	YAK	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
YANKTON, S. D.	YKN	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
YARMOUTH, N. S.	YAI	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
YORKTON, SASK.	YAV	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
YOUNGSTOWN, OHIO	YNG	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
YUBA CITY, CALIF.	MYV	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
YUMA, ARIZ.	YUM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
ZANESVILLE, OHIO	ZZV	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

EMBARGOES

COMMODITY	POINTS	CARRIER(S)	REMARKS
Flowers	Asheville, Elizabeth City and Rocky Mount, N.C., via any gateway; also Charlotte, Raleigh/Durham, Winston-Salem, N.C., via Knoxville only	Capital	
Cut or uncut flowers and nursery stock	All points	West Coast	
Live Animals	Through Chicago	Ozark	
Live Animals	All points	Trans-Texas	Applies to Excess Baggage and Air Express, June 1-Oct. 1.
Live Animals, including dogs, cats, monkeys, chinchillas, etc. (except dogs trained to lead the blind)	All points	Pacific	Applies to Excess Baggage, Air Express or Air Freight.
Meat, Meat Products	Off Line points within Mexico	AA	

CARRIER SERVICES

Blank spaces indicate no participation in services listed.

Carriers	Air Freight Services: Pick-Up and Delivery	Advance Charges	Deferred Air Freight	Air/Bus	Air/Truck: Joint Tariffs	Air/Truck: Separate Tariffs	Note 3: CAF/BAF/RAF/RC/PAF	Equipment: Combination Aircraft	All Cargo Aircraft	Speedpak	Protective Services: Attendants Note 1: Armed Guards	Human Remains	Live Animals	Any Shipment	Signature Service	Special Services: "PRI" or "HOLD" Baggage	Household Goods	Note 2: Assembly or Distribution	Household Pets	Stopping-in-Transit	Storage	Horse Stalls
ALASKA AIRLINES, INC.	X	X	X	X		X		X				X	X		X	X	X	X	X		X	
ALLEGHENY AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
AMERICAN AIRLINES, INC.	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	
BONANZA AIR LINES, INC.	X	X		X		X		X								X	X	X			X	
BRANIFF AIRWAYS, INC.	X	X	X			X	X	X	X		X	X	X	X	X	X	X	X	X		X	
CANADIAN PACIFIC AIRLINES, INC.	X	X				X		X	X							X	X	X	X		X	
CAPITAL AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
CARIBBEAN ATLANTIC AIRLINES, INC.								X														
CENTRAL AIRLINES, INC.	X	X				X		X							X	X	X	X			X	
CONTINENTAL AIR LINES, INC.	X	X	X	X	X	X	X	X								X	X	X	X		X	
DELTA AIR LINES, INC.	X	X				X		X	X		X	X	X	X	X	X	X	X	X	X	X	
EASTERN AIR LINES, INC.	X	X		X		X	X	X	X		X	X	X	X	X	X	X	X	X		X	
ELLIS AIR LINES								X														
THE FLYING TIGER LINE INC.	X	X	X	X	X	X	X		X		X	X	X		X	X	X	X	X	X	X	X
FRONTIER AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
HAWAIIAN AIRLINES, LTD.	X			X		X	X	X	X		X	X	X	X		X	X	X	X		X	
MOHAWK AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
NATIONAL AIRLINES, INC.	X	X		X		X	X	X	X		X	X	X		X	X	X	X	X		X	
NEW YORK AIRWAYS, INC.	X	X				X		X	X			X	X			X	X	X	X		X	
NORTH CENTRAL AIRLINES, INC.	X	X				X		X								X	X	X			X	
NORTHEAST AIRLINES, INC.	X	X				X		X							X	X	X	X	X		X	
NORTHERN CONSOLIDATED AIRLINES	X	X						X									X		X			
NORTHWEST AIRLINES, INC.	X	X		X	X	X		X	X						X	X	X	X	X		X	
OZARK AIR LINES, INC.	X	X				X		X							X	X	X	X			X	
PACIFIC AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
PACIFIC NORTHERN AIRLINES, INC.	X							X		X												
PAN AMERICAN-GRACE AIRWAYS, INC.	X	X				X	X	X	X		X	X	X	X	X	X	X		X			
PAN AMERICAN WORLD AIRWAYS SYSTEM	X	X				X	X	X	X		X	X	X	X	X	X	X	X	X			
PIEDMONT AVIATION, INC.	X	X		X				X								X	X	X			X	
RIDDLE AIRLINES, INC.	X	X	X	X	X	X	X		X		X	X	X		X	X	X	X	X	X	X	
SEABOARD & WESTERN AIRLINES, INC.	X	X						X	X				X			X	X	X	X			
SOUTHERN AIRWAYS, INC.	X	X				X		X							X	X	X	X			X	
TRANS-CANADA AIR LINES	X	X				X		X	X							X	X	X	X		X	
TRANS CARIBBEAN AIRWAYS								X	X													
TRANS-TEXAS AIRWAYS	X	X		X		X		X							X	X	X	X			X	
TRANS WORLD AIRLINES, INC.	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	
UNITED AIR LINES, INC.	X	X		X		X	X	X	X		X	X	X		X	X	X	X	X		X	
WEST COAST AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
WESTERN AIR LINES, INC.	X	X		X		X		X							X		X	X	X		X	
WIEN ALASKA AIRLINES, INC.	X	X				X		X	X		X	X	X	X	X	X	X	X	X	X	X	

Note 1 - Attendants carried on all cargo aircraft only.
Note 2 - Applicable to CPA and TCA in Canada only.
Note 3 - Services offered: AA - Committed Air Freight; PAA/PANAGRA - Reserved Cargo; TW - Booked Air Freight; BN, UA - Reserved Air Freight; FT - Protected Air Freight.

AIR — BUS — AIR

An agreement is in effect between most U.S. domestic air carriers and eleven Greyhound operating companies which permits transfer of shipments from Air to Bus or Bus to Air or any combination of these services thereby providing through service from off-line airline points to on-line or off-line destinations. The agreement covers some 200 points in 45 States which were established upon the basis of availability of proper Greyhound terminal facilities and airline pick-up and delivery service. All interchange of shipments will be made at Greyhound (in-town) terminals. All points of interchange are indicated by "G" in the U. S. A. and Canadian City Directory.

In general shipments accepted for this service should not exceed 100 pounds in weight per piece nor the dimensions 24" x 24" x 45" per piece.

Transportation charges consist of the total of:

the Greyhound carrier's inter-city rate;
the airline's inter-city rate;
the airline's pick-up and delivery charge for transfer between the Greyhound terminal and the airport.

The terms, conditions, rates and charges of Greyhound's services are set forth in the NBTA "Air Proportional Express Tariff No. B-660," ME-I.C.C. No. 80.

UMI

Aircraft	Chart No.	Page No.
Curtiss C-46 (All Cargo)	1	G-17
Curtiss C-46 (Super D-46)	1A	G-17
Douglas C-54	2	G-18
Douglas DC-3	3	G-19
Douglas DC-4	4	G-20
Douglas DC-6	5	G-20
Douglas DC-6B	6	G-21
Lockheed Super Constellation (Comb.)	7	G-21
Lockheed Constellation 749H (All Cargo)	7A	G-19
Lockheed Constellation	8	G-21
Consolidated Convair	9	G-22
Douglas DC-7, 7-B, 7-C	10	G-21
Boeing Stratocruiser	11	G-22
Canadair North Star (All Cargo)	12	G-22
Canadair North Star (Comb.)	13	G-23
Douglas C-47 (All Cargo)	14	G-23
Bristol Britannia	14A	G-23
Douglas DC-6A, DC-7BF	15	G-23
Douglas DC-6A, (Comb.)	15A	G-23
Lockheed Constellation Speedpak	16	G-24
Smith Curtiss Commuter	18	G-24
Martin	19	G-24
Sikorsky S-55	20	G-24
Vertol 44	21	G-24
Viscount	22	G-24
Lockheed Super Constellation (All Cargo)	23	G-24
Fairchild C-82	24	G-24
Boeing 707	50	G-25
Boeing 720	50C	G-24
De Haviland Comet IV	51	G-25
Lockheed Electra	52	G-25
Douglas DC-8	53, 53A, 53B	G-24
Douglas DC-8	53C	G-17
Fairchild F-27 (See DC-3 Chart)	54	G-25
Convair 880	55	G-19

1 CURTISS C-46 (ALL CARGO)

FIRST DIMENSION (IN INCHES)
Not Applicable to DL (See Chart 1-A)

SECOND DIMENSION (IN INCHES)	12	24	36	48	60	72
3	456	456	456	444	336	264
6	456	456	456	444	306	234
9	456	456	456	444	278	206
12	456	456	456	444	258	184
15	456	456	456	396	240	167
18	390	390	390	354	224	152
21	354	354	354	324	210	138
24	324	324	324	300	198	126
27	295	295	295	276	186	114
30	270	270	270	258	175	103
33	252	252	252	240	165	92
36	240	240	240	224	157	84
39	224	224	224	210	147	77
42	210	210	210	198	140	70
45	198	198	198	186	134	63
48	186	186	186	176	127	58
51	176	176	176	166	120	
54	166	166	166	158	114	
57	158	158	158	150	108	
60	150	150	150	142	102	
63	144	144	144	134	96	
66	136	136	136	128	90	
69	128	128	128	122	85	
72	122	122	122	115	79	
78	110	110	110	102	68	
84	102	102	102	94	61	
90	90	90	90	84	54	
96	86	86	86	79		

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

1-A CURTISS C-46R (All Cargo)

APPLICABLE TO DL ONLY

WIDTH (INCHES) \ HEIGHT (INCHES)	8	12	16	20	24	28	32	36	40	44	48	54	56	60	63	66	69	72
14	389	389	389	389	389	389	389	389	389	389	389	337	221	221	184	122	94	74
18	342	342	342	342	342	342	342	342	342	342	342	294	198	198	168	114	84	63
22	309	309	309	309	309	309	309	309	309	309	309	259	259	182	151	103	73	54
26	278	278	278	278	278	278	278	278	278	278	278	236	170	170	139	96	66	49
30	247	247	247	247	247	247	247	247	247	247	247	212	156	156	123	87	57	43
34	223	223	223	223	223	223	223	223	223	223	223	193	144	144	109	78	49	*
38	206	206	206	206	206	206	206	206	206	206	206	177	134	134	99	70	44	*
42	192	192	192	192	192	192	192	192	192	192	192	162	122	122	87	63	*	*
46	176	176	176	176	176	176	176	176	176	176	176	151	112	112	75	56	*	*
50	165	165	165	165	165	165	165	165	165	165	165	141	104	104	61	51	*	*
54	151	151	151	151	151	151	151	151	151	151	151	132	96	96	49	45	*	*
58	139	139	139	139	139	139	139	139	139	139	139	123	55	55	49	*	*	*
62	130	130	130	130	130	130	130	130	130	130	130	109	55	55	48	*	*	*
66	120	120	120	120	120	120	120	120	120	120	120	84	55	55	47	*	*	*
70	111	111	111	111	111	111	111	111	111	111	111	66	55	55	45	*	*	*
74	99	99	99	99	99	99	99	99	99	99	99	66	55	55	45	*	*	*
78	75	75	75	75	75	75	75	75	75	75	75	66	54	54	45	*	*	*
82	75	75	75	75	75	75	75	75	75	75	75	66	54	54	*	*	*	*
86	75	75	75	75	75	75	75	75	75	75	75	65	54	54	*	*	*	*
90	75	75	75	75	75	75	75	75	75	75	75	65	54	54	*	*	*	*
94	75	75	75	75	75	75	75	75	75	75	75	64	*	*	*	*	*	*
98	74	74	74	74	74	74	74	74	74	74	74	63	*	*	*	*	*	*
102	73	73	73	73	73	73	73	73	73	73	73	63	*	*	*	*	*	*
108	72	72	72	72	72	72	72	72	72	72	72	62	*	*	*	*	*	*

53C DOUGLAS DC-8

LENGTH RESTRICTED TO INCHES AT INTERSECTIONS OF HEIGHT AND WIDTH

WIDTH		6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30
3	A	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	291
	B	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	291
6	A	296	295	294	293	292	291	291	291	291	291	290	290	290	289	289	289	287
	B	296	295	294	293	292	291	291	291	291	291	290	290	290	289	289	289	287
9	A	294	270	258	246	243	240	237	236	232	229	226	224	222	220	217	215	209
	B	294	270	254	244	242	240	237	236	232	229	225	224	222	220	217	215	209
12	A	294	258	240	220	214	208	202	198	192	188	186	183	181	179	177	175	170
	B	294	254	224	205	199	194	189	185	181	178	174	171	168	165	163	160	154
15	A	293	258	203	175	171	167	163	161	158	156	154	152	150	149	148	147	145
	B	293	247	203	170	161	153	146	140	130	131	127	124	121	119	117	115	110
18	A	286	240	194	168	164	161	157	154	151	149	146	144	142	140	138	136	132
	B	286	236	194	160	148	140	134	128	124	121	118	116	113	111	110	109	106
21	A	275	232	184	159	154	150	146	142	139	136	133	130	128	126	124	122	116
	B	275	224	184	146	134	126	121	118	114	112	110	108	106	105	104	103	102
24	A	271	220	178	154	148	144	140	136	132	128	124	121	118	115	112	108	101
	B	271	216	176	126	118	114	110	108	108	104	102	101	100	99	98	98	98
27	A	254	214	164	140	131	126	122	117	113	108	104	101	98	96	94	92	90
	B	254	200	144	112	108	104	101	99	97	95	94	93	92	91	90	90	90
30	A	234	183	148	128	120	107	94	89	87	87	87	87	86	84	83	82	79
	B	234	180	123	102	97	93	91	89	87	87	87	87	86	84	83	82	79
33	A	218	164	128	102	87	83	81	80	79	78	78	77	76	76	75	74	70
	B	218	140	108	91	87	83	81	80	79	78	78	77	76	76	75	74	70
36	A	195	136	95	79	75	72	70	70	70	70	70	69	68	68	66	65	60
	B	195	120	95	79	75	72	70	70	70	70	70	69	68	68	66	65	60

LINE A - Applicable only to TCA
LINE B - Applicable only to Alitalia

DOUGLAS C-54

WIDTH OR HEIGHT (IN INCHES)

HEIGHT OR WIDTH (IN INCHES)

	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54
2	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
4		550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
6			550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
8				550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	548
10					550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	544	541
12						550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	538	535	530	521	517
14							550	550	550	550	550	550	550	550	550	550	550	550	550	550	544	531	521	514	503	493	486
16								550	550	550	550	550	550	550	550	550	550	550	550	550	508	498	487	480	471	462	456
18									550	550	550	550	542	539	536	533	531	525	523	520	508	498	487	480	471	462	456
20										550	536	521	509	498	489	482	476	467	461	455	445	434	452	417	408	396	389
22											518	502	488	478	469	462	456	449	441	435	424	412	400	391	380	369	356
24												485	470	460	450	442	435	428	419	411	401	389	377	366	354	343	331
26													457	445	434	423	415	403	394	387	377	368	357	346	334	321	310
28														427	413	400	389	375	365	358	349	342	332	322	311	301	294
30															397	383	370	357	346	335	328	321	312	303	294	286	278
32																367	355	344	331	320	311	303	294	287	279	272	266
34																	342	330	317	306	296	287	280	273	266	260	254
36																		316	305	292	283	275	268	262	256	249	244
38																			293	280	272	265	258	252	245	238	232
40																				270	263	255	248	242	235	228	221
42																					256	247	239	232	226	219	211
44																						239	230	223	216	209	202
46																							222	214	207	200	192
48																								206	199	190	184
50																									191	183	176
52																										176	169
54																											163
56																											
58																											
60																											
62																											
64																											
66																											

WIDTH OR HEIGHT (IN INCHES)

WIDTH ONLY (IN INCHES)

HEIGHT OR WIDTH (IN INCHES)

	56	58	60	62	64	66	68	70	72	74	76	78	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94
2	550	550	550	550	550	550	407	276	249	233	230	208	198	192	188	182	178	173	168	163	160	155	150	146	141	137	133
4	550	550	550	550	550	550	368	247	225	211	200	190	181	177	173	169	165	162	158	154	150	147	143	140	137	133	130
6	548	547	547	546	543	540	355	234	212	198	186	179	171	167	164	161	157	154	151	148	145	142	139	136	133	130	127
8	543	540	538	530	522	516	348	222	201	188	178	170	162	159	157	154	151	148	145	143	140	137	135	132	129	127	124
10	533	527	521	508	495	488	335	210	190	178	168	160	154	151	148	145	143	140	138	136	133	131	129	127	125	123	121
12	505	499	492	478	464	454	310	202	184	172	163	156	150	148	145	143	141	139	136	134	132	130	128	126	124	122	120
14	476	470	462	448	431	421	290	195	178	167	157	149	144	142	140	137	135	133	132	130	128	126	124	122	120	119	
16	445	438	431	414	391	383	264	186	171	162	155	149	144	141	139	137	135	133	131	129	128	126	124	123	121	119	118
18	413	405	397	378	350	340	244	180	164	157	151	146	141	139	137	135	133	131	129	128	126	125	123	121	120	118	117
20	378	368	357	332	303	295	233	169	157	151	147	142	138	136	135	133	131	129	128	126	125	123	122	120	119	117	116
22	342	330	315	289	278	265	215	162	152	146	141	137	134	132	130	129	127	126	125	123	122	121	120	118	117	116	115
24	317	304	290	275	161	254	200	155	147	141	137	133	130	128	127	126	124	123	122	121	120	119	118	117	116	115	114
26	299	286	273	260	248	230	190	150	143	138	134	130	127	126	125	123	122	121	120	119	118	117	116	115	114	113	112
28	283	271	261	247	237	225	181	147	141	136	132	128	126	124	123	122	121	120	119	118	117	116	115	114	113	112	111
30	269	259	250	237	227	215	176	146	140	135	131	127	124	123	122	121	120	119	118	117	116	115	114	113	112	111	110
32	257	247	238	227	218	208	172	144	138	133	129	126	123	122	120	119	118	117	116	115	115	114	113	112	111	110	109
34	246	237	228	218	209	199	167	143	136	131	127	124	121	119	118	117	116	115	114	113	113	112	111	110	110	109	108
36	235	226	217	209	200	191	160	141	135	130	126	122	119	118	117	116	115	114	113	112	111	111	110	109	108	108	107
38	225	216	208	201	192	182	156	139	133	128	124	121	118	117	115	114	113	112	111	111	110	109	108	107	107	106	105
40	214	207	199	192	184	175	153	138	132	127	123	120	117	116	114	113	112	111	110	110	109	108	107	106	106	105	104
42	205	198	191	184	176	168	150	137	131	126	122	119	116	115	113	112	111	110	109	108	108	107	106	105	104	103	102
44	195	189	183	176	169	160	146	136	130	125	121	118	115	114	112	111	110	109	108	107	106	105	104	103	102	101	100
46	186	180	175	168	162	156	142	134	128	124	121	117	114	113	112	110	109	108	106	105	104	103	102	101	101	100	99
48	177	172	167	161	155	149	139	132	127	123	119	116	112	111	110	109	108	106	105	104	103	102	101	101	100	99	99
50	170	164	159	153	157	143	136	131	126	122	118	115	112	111	110	108	107	106	105	104	103	102	101	100	100	99	98
52	163	158	153	147	143	137	132	127	123	120	116	113	111	110	108	107	106	105	104	103	102	101	101	100	99		
54	158	152	147	142	138	133	129	125	121	118	114	112	109	108	107	106	105	104	103	103	102	101	100				
56	152	147	142	138	134	131	126	122	119	115	112	110	108	107	106	105	104	103	102	102	101	100					
58		142	138	134	129	127	122	119	116	113	110	108	106	105	105	104	104	103	102	101	100						
60			134	130	125	123	119	116	113	111	109	107	105	104	103	102	101	100	99	99							
62				126	121	119	115	112	109	107	105	103	101	100	99	98	97	96	95								
64					117	114	110	107	105	102	100	98	96	95	94	93											
66						111	108	105	102	100	98	95	94	93													

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

UMI

3 DOUGLAS DC-3

Not applicable to TC

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22
2	71										
4	71	69									
6	71	69	67								
8	71	69	67	66							
10	71	69	67	66	65						
12	71	69	67	66	65	65					
14	71	69	67	66	65	65	64				
16	71	69	67	66	65	65	64	63			
18	71	69	67	66	65	65	64	63	61		
20	71	69	67	66	65	65	64	63	61	61	
22	68	67	66	66	65	65	64	63	60	60	60
24	60	60	60	60	60	60	60	60	60	60	
26	60	60	60	60	60	60	60	60	60	40	
28	42	42	42	42	42	42	42	42	40	37	
30	36	36	36	36	36	36	36				
32	34	34	34	34	34						
34	34	34	34								

EXCEPTIONS:

Because of variations in the modification of DC-3 equipment such as larger cargo doors, the following carriers accept maximum dimensions of:

CN	23"x28"x44"	LC	20"x24"x44"
CP	24"x28"x357"		
	56"x56"x 93"	FL	36"x44"x86"
	24"x60"x181"	NE, PC	28"x 40"x44"

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

Applicable only to TC

LENGTH (IN INCHES)

WIDTH (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	62	64
2	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
4	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
6	64	64	64	63	63	62	60	59	58	56	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34	34	34	34	34
8	64	64	64	63	63	62	60	59	58	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33	33	33	33	33	33
10	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33	33	33	33	33	33
12	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	32	32	32	32	32	32	32	32
14	62	62	62	61	61	60	58	57	56	54	55	55	55	55	55	55	55	55	36	31	31	31	31	31	31	31	31	31	31	31		
16	62	62	62	61	61	60	58	57	56	54	50	36	36	36	36	36	36	36	33	33	33	33	33	30	30	30	30	30	30	30		
18	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	29	29	29	29	29	29	29	29	29	29	29		
20	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	25	25	25	25	25	25	25	25	25	25	25		
22	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													
24	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													
26	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													

7A CONSTELLATION 749H (ALL CARGO)

PACKAGE WIDTH IN INCHES

HEIGHT IN INCHES	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	108
12	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
24	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
36	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
48	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
54	540	540	452	361	298	255	223	201	177	164	152	137	126	118	110	103	97	91
60	540	446	360	300	258	223	197	173	155	142	131	120	112	105	99	93	89	87
66	412	330	278	238	208	183	162	146	133	123	115	106	100	94	89	85	81	79
70	337	281	243	210	185	164	146	133	122	113	107	99	93	88	84	80	78	75

PACKAGE LENGTH IN INCHES FIND LENGTH AT INTERSECTION OF HEIGHT & WIDTH

CLEAR AREA OF DOOR 108" WIDE & 74" HIGH

55 CONVAIR 880

Width (Inches) / Height (Inches)	4	8	12	16	20	24	28	32	34
	Package Length (Inches)								
28	136	125	116	106	97	88	79	70	
24	149	139	129	119	110	100	90	80	75
20	154	146	137	129	119	110	100	89	84
16	158	153	146	138	129	118	107	94	86
12	160	158	151	142	132	122	110	97	90
8	160	160	158	151	141	124	112	103	99
4	160	160	160	158	148	126	114	105	102

4 DOUGLAS DC-4

LINE A applies to: CA, KL, PAA
LINE B applies to: NW

SECOND DIMENSION (IN INCHES)

	LINE	FIRST DIMENSION (IN INCHES) 4	6	8	10	12	14	16	18	20	22	24	26	28
4	A	86												
	B	72												
12	A	86	86	86	86	86								
	B	72	72	65	65	60								
14	A	86	86	86	86	86	86							
	B	72	72	65	65	60	57							
16	A	86	86	86	86	86	86	86						
	B	65	65	65	65	60	57	55						
18	A	86	86	86	86	86	86	86	86					
	B	65	65	65	65	60	57	55	52					
20	A	86	86	86	86	86	86	86	86	76				
	B	65	65	65	65	60	57	55	52	50				
22	A	86	86	86	86	86	86	86	86	76	71			
	B	65	65	65	65	60	57	55	52	50	47			
24	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	45		
26	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
28	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
30	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
32	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
34	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
36	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
38	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
40	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
42	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
44	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	45		
46	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	—		
48	A	86	86	86	86	86	86	86	86	76	71			
	B	65	65	65	65	60	57	55	52	50	—			
50	A	86	86	86	86	86	86	86	86	76				
	B	65	65	65	65	60	57	55	52	50				
52	A	86	86	86	86	86	86	86	—					
	B	65	65	65	65	60	57	55	52					
54	A	86	86	86	86	86	—	—						
	B	65	65	65	65	60	57	55						
56	A	86												
	B	—												

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

DOUGLAS DC-6 5

LINE A applies to: AA, CO
LINE B applies to: BN, DL, KL, NA, SN, SAS
LINE C applies to: UA

SECOND DIMENSION (IN INCHES)

	LINE	FIRST DIMENSION (IN INCHES) 2	4	6	8	10	12	14	16	18	20	22	24	26	27	28
2	A	150														
	B	150														
	C	150														
4	A	150	150													
	B	150	150													
	C	150	150													
6	A	150	150	150												
	B	150	150	150												
	C	150	150	150												
8	A	150	150	150	150											
	B	150	149	149	149											
	C	150	150	150	150											
10	A	150	150	150	150	150										
	B	150	143	140	137	133										
	C	150	150	150	150	150										
12	A	150	150	150	150	150	146									
	B	150	138	133	128	124	122									
	C	150	150	150	150	150	146									
14	A	150	150	150	150	150	146	131								
	B	144	131	124	119	118	116	114								
	C	150	150	150	150	150	146	131								
16	A	150	150	150	150	150	145	127	118							
	B	131	122	117	115	112	109	108	108							
	C	150	150	150	150	150	142	127	117							
17	A	150	150	150	150	150	136	123	116	107						
	B	120	115	107	107	106	105	104	104	104						
18	C	150	150	150	150	135	123	121	111	105						
19	A	150	150	150	150	138	128	120	114	101	98					
	B	112	107	105	103	102	101	100	100	99	98					
20	C	150	150	150	142	131	110	104	98	95	90					
21	A	150	150	150	148	130	118	116	106	96	94	86				
	B	104	100	98	97	97	97	96	96	95	94	86				
22	C	150	150	147	130	125	103	98	92	90	84	81				
23	A	150	150	143	127	121	110	105	98	94	90	82	78			
	B	96	94	94	93	93	93	92	92	91	90	82	74			
24	C	150	147	138	123	115	96	91	88	84	78	74	71			
25	A	148	148	138	123	113	100	95	93	91	83	79	73	67		
	B	92	90	90	89	89	88	88	88	87	87	78	70	52		
26	C	147	143	128	116	110	90	84	81	79	73	73	71	67		
27	A	147	147	128	115	98	91	90	87	85	77	73	72	67	67	
	B	87	86	85	85	85	84	83	83	82	81	73	66	52	52	
28	C	143	130	118	103	95	85	82	77	75	73	73	71	—	67	40
29	A	143	128	118	108	94	89	87	84	83	76	71	71	67	67	
	B	82	81	80	80	80	79	79	78	78	69	69	52	52	52	
30	C	133	118	108	95	89	80	76	72	71	67	63	58	43		
31	A	123	108	96	90	82	80	77	77	75	73	71	71	67	67	
	B	77	77	76	75	75	75	74	74	73	72	65	57	52	52	
32	C	123	108	92	90	82	76	70	69	67	63	58	54	41		
34	A	110	96	86	80	76	74	73	73	73	73	71	71	67	67	
	B	72	72	72	71	71	70	69	69	68	67	61	54	52	52	
	C	110	96	86	80	76	72	68	66	65	60	56	52	39		
35	A	103	84	75	73	73	73	73	73	73	73	71	71	67	67	
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52	
36	A	103	84	75	73	73	73	73	73	73	73	71	71	67	67	
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52	
	C	103	84	75	73	71	69	66	64	61	58	53	48	38		
38	A	88	78	73	73	73	73	73	73	73	73	71	71	67	67	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52	52	
	C	88	75													
40	A	78	75	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
	C	75														
43	A	75	75	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
47	A	75	75	73	73	73	73	73	73	63	63	59	59			
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
51	A	73	73	73	73	73	73	73	73							
	B	52	52	52	52	52	52	52	52	52						
55	A	51	51	51	51	51	51	51	51							
	B	52	52	52	52	52	52	52	52							

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

UMI

6 DOUGLAS DC-6B

LINE A applies to: AA, CP, WA
LINE B applies to: CO, KL, SAS
LINE C applies to: LAN, NA, NE, NW, PAA, SAB, SR, UA

FIRST DIMENSION (IN INCHES)

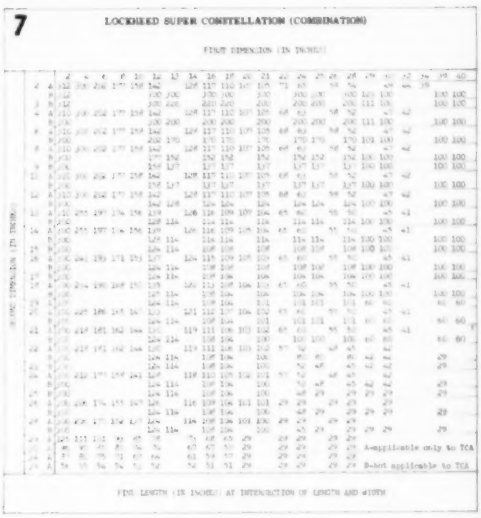
SECOND DIMENSION (IN INCHES)

Line	3	6	9	12	15	18	17	18	19	20	21	22	23	24	25	26	27	28	30	32	34
3	A	211																			
	B	200																			
	C	200	200	200	200	200	184	175	166	158	149	142	137	131	126	120	111	104	100		
6	A	211	211																		
	B	200	200																		
	C	200	200	200	200	193	168	161	153	147	141	135	128	121	116	112	105	97	91		
9	A	211	211	195																	
	B	200	200	195																	
	C	200	200	195	169	150	144	139	135	128	123	117	113	108	104	94	89	82			
12	A	211	193	186	158																
	B	190	190	186	158																
	C	190	190	186	158	141	135	129	124	118	113	109	106	101	97	92	81	74			
15	A	184	168	160	142	127															
	B	168	168	160	142	127															
	C	168	168	160	142	127	122	118	114	109	104	101	98	94	90	79	72	67			
18	A	175	161	144	135	122	121														
	B	175	161	144	135	122	121														
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
17	A	166	153	139	129	118	116	113													
	B	166	153	139	129	118	116	113													
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
18	A	158	147	135	135	124	114	111	108	105											
	B	150	150	135	123	114	111	108	105	101											
	C	150	150	135	123	114	111	108	105	101	97	95	91	87	84	77	69	60			
19	A	149	141	128	118	109	106	103	101	94											
	B	149	141	128	118	109	106	103	101	94											
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
20	A	142	135	123	113	104	101	99	97	92	90										
	B	142	135	123	113	104	101	99	97	92	90										
	C	—	—	—	—	—	—	—	—	—	—										
21	A	137	128	117	109	101	96	95	94	90	87	84									
	B	124	124	116	108	99	96	95	94	90	89	89									
	C	124	124	116	108	99	96	95	94	90	89	89	82	79	77	68	61	54			
22	A	131	121	113	106	98	95	92	91	88	85	82	78								
	B	131	121	113	106	98	95	92	91	89	89	89	89								
	C	—	—	—	—	—	—	—	—	—	—	—	—								
23	A	126	116	108	101	94	91	89	87	84	81	79	76	74							
	B	126	116	108	101	94	91	89	89	89	89	89	89	85							
	C	—	—	—	—	—	—	—	—	—	—	—	—	—							
24	A	120	112	104	97	91	88	86	84	81	78	76	74	72	70						
	B	112	112	104	96	91	89	89	89	89	89	89	89	86	85						
	C	112	112	104	96	91	88	86	84	81	78	76	74	72	70	61	54	48			
25	A	111	105	101	95	88	85	83	81	78	76	74	72	70	68	61					
	B	111	105	101	95	89	89	89	89	89	89	89	89	85	85	76					
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
26	A	104	102	98	92	85	82	81	79	76	74	72	70	68	66	57	53				
	B	104	102	94	92	89	89	89	89	89	89	89	89	89	89	85	76	76			
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
27	A	100	99	95	89	82	79	78	77	74	72	70	69	66	64	53	49	43			
	B	100	99	95	89	89	89	89	89	89	89	89	89	85	85	76	76	70			
	C	99	98	95	89	82	79	78	77	74	72	70	69	66	64	53	49	43			
30	A	89	88	86	80	74	72	72	71	69	67	65	63	61	58	49	43	39			
	B	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
	C	88	88	86	80	74	72	72	71	69	67	65	63	61	59	48	43	39			
33	A	80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	36			
	B	89	89	89	89	89	89	89	89	89	89	89	88	82	82	74	74	69	69	67	
	C	80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	36			
36	A	71	71	71	69	66	64	62	61	59	58	56	53	50	48	42	38	34			
	B	89	89	89	89	89	89	89	89	89	89	89	88	81	81	74	74	68	68	67	63
	C	71	71	71	69	66	64	62	61	59	58	56	53	50	48	42	38	34			
40	B	89	89	89	89	89	89	89	89	89	89	89	87	78	78	73	73	67	67	66	63	63
44	B	89	89	89	89	89	89	89	89	89	89	89	87	78	78	72	72	66	66	65	63	63
48	B	89	89	89	89	89	89	89	89	89	89	89	86	77	77	71	71	65	65	64	63	63
52	B	89	89	89	89	89	89	89	89	89	89	89	86	77	77	71	71	64	64	63	63	63
56	B	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64	63	63	62
58	B	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64	63	63	
58	B	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64			
60	B	89	89	89	89	89	89	89	89	89	89	89	85									

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

7

LOCKHEED SUPER CONSTELLATION (COMBINATION)


FIRST DIMENSION (IN INCHES)
SECOND DIMENSION (IN INCHES)
A-applicable only to TCA
B-not applicable to TCA
FIND LENGTH (IN INCHES) AT INTERSECTION OF LENGTH AND WIDTH

8 LOCKHEED CONSTELLATION (For Lockheed SPEEDPAK See Table 16)

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)

	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
4	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
6	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
8	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
10	170	170	170	170	170	170	170	165	165	155	145	130	110	95	85	75	70	60	55
12	170	170	170	170	170	170	170	165	160	155	145	125	110	95	85	75	70	60	55
14	170	170	170	170	170	170	170	165	160	150	140	125	105	95	85	75	70	60	55
16	170	170	170	170	170	145	135	130	120	115	110	105	105	90	80	75	70	60	55
18	170	170	170	170	156	145	135	125	120	115	110	105	95	85	80	70	68	60	55
20	170	170	170	170	155	140	135	125	120	115	110	105	95	85	80	70	68	60	
22	170	170	170	170	150	140	135	125	120	115	110	105	95	85	75	70	68	60	
24	170	170	170	170	145	140	130	120	115	115	105	105	95	85	75	70	60		
26	170	170	170	170	145	140	130	120	115	115	105	105	95	85	75	70	60		
28	170	170	170	170	145	135	130	120	115	115	105	95	90	80	75	68	60		
30	170	170	170	170	150	140	135	125	120	115	110	105	95	90	80	70	68	60	
32	170	170	170	170	145	140	130	120	120	115	105	105	95	85	75	70	60	55	
34	170	170	170	155	145	135	130	120	115	115	105	105	95	80	70	68	60	55	
36	170	170	155	140	135	125	120	115	110	105	95	85	80	70	68	60	55		
38	170	155	145	135	125	120	115	110	105	95	95	80	70	68	60				
40	170	145	135	130	120	115	110	105	100	90	85	75	68	60	55				
41	170	145	135	130	120	115	110	105	95	90	80	70	68	60	55				

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

10 DOUGLAS DC-7, 7-B, 7-C

HEIGHT OR WIDTH (IN INCHES)

WIDTH OR HEIGHT (IN INCHES)	8	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27
3	*211	210	188	177	169	161	153	148	142	136	129	123	117	114	111	108
6	211	191	172	163	156	149	142	136	131	126	121	115	109	105	101	97
9	189	173	158	150	144	137	131	126	121	116	111	106	101	97	92	87
12	170	156	143	137	132	126	120	116	111	106	102	98	94	89	83	77
15	152	140	128	124	120	115	112	105	101	97	94	90	86	80	74	68
18	136	126	116	112	108	103	99	96	92	89	86	82	79	73	66	60
21	120	111	103	100	97	93	90	87	85	83	79	76	72	66	60	54
24	105	98	91	90	87	84	81	80	78	76	72	69	65	59	54	49
27	93	88	83	81	78	76	74	73	71	70	67	63	59	54	50	45
Width 30	87	83	79	76	74	71	69	68	66	65	62	58	54	49	45	41
only (in 33	83	79	76	73	71	69	67	64	62	60	57	53	49	45	41	38
inches) 36	80	77	75	70	69	67	65	62	59	56	53	49	45	42	38	34

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

*Maximum length of 235 inches applicable to the DC-7C

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9 CONSOLIDATED CONVAIR

Applicable to NA and TW

Second Dimension (In Inches) \ First Dimension (In Inches)	5	10	15	20	25	30	35	40	45
5	80	80	80	80	80	80	80	80	80
10		80	80	80	80	80	80	80	80
15			72	75	75	75	75	75	73
20				70	70	70	70	70	70
25					60	70	70	70	55
30						55			

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

11 BOEING STRATOCRUISER

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
20	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
40	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
60	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
64	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27
68	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27
72	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27
76	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27
80	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27
84	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27
88	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27
92	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27	
96	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27		
100	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27			
104	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27				
108	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27					
112	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27						
116	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27							
120	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27								
124	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27									
128	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27										
132	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27											
136	27	27	27	27	27	27	27	27	27	27	27	27	27	27												
140	27	27	27	27	27	27	27	27	27	27	27	27	27													

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

CONSOLIDATED CONVAIR

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	LINE	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48
2	A	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98
	B	96	96	96	96	96	96	96	96	96	96	91	86	78	78	73	73	73	73	73	73	73	73	73	–
	C	108	108	108	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
	D	96	96	96	96	96	96	96	96	96	96	91	86	78	73	73	73	73	73	73	73	73	73	73	73
4	A		96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96
	B		96	96	96	96	96	96	96	96	96	91	86	78	73	73	73	73	73	73	73	73	73	73	–
	C		108	108	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
	D		96	96	96	96	96	96	96	96	90	84	76	73	73	73	73	73	73	73	73	73	73	73	73
6	A			94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94
	B			96	96	96	96	96	96	89	85	75	73	73	73	73	73	73	73	73	73	73	73	73	–
	C			105	105	105	105	105	105	105	105	105	105	104	104	104	104	104	104	96	96	96	96	96	96
	D			96	96	96	96	96	96	89	85	75	73	73	73	73	73	73	73	73	73	73	73	73	73
8	A				92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92
	B				94	94	94	94	90	84	75	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C				105	105	105	105	105	105	105	105	105	96	96	96	96	96	96	88	88	88	88	88	88
	D				94	94	94	94	90	84	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73
10	A					90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90
	B					89	89	89	80	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C					102	102	102	102	102	102	102	102	90	90	90	90	90	90	80	80	80	80	80	80
	D					89	89	89	80	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
12	A						88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88
	B						84	84	77	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C						93	93	93	93	93	93	84	84	84	84	84	84	80	80	80	80	80	80	80
	D						84	84	77	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
14	A							86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86
	B							80	74	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C							84	84	84	84	84	84	80	80	80	80	80	80	80	80	80	80	80	80
	D							80	74	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	64
16	A								84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84
	B								70	67	65	59	59	59	59	59	59	59	59	59	59	59	59	59	–
	C								80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D								70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	59
18	A									82	82	82	82	82	82	82	82	82	82	82	82	82	82	82	82
	B									70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	–
	C									80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D									70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	54
20	A										80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	B										70	70	70	70	70	70	70	70	70	70	70	70	70	70	–
	C										80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D										70	70	70	70	70	70	70	70	70	70	70	70	70	70	50
22	A											76	76	76	76	76	76	76	76	76	76	76	76	76	76
	B											70	70	70	70	70	70	70	70	70	70	70	70	70	–
	C											80	80	59	59	59	59	59	59	52	52	52	52	52	52
	D											70	70	70	70	70	70	70	70	70	70	70	70	70	46
24	A												72	72	72	72	72	72	72	72					
	B												70	70	70	70	70	70	70	70	46	46	46	46	–
	C												80	53	53	53	53	53	53	48	48	48	48	48	48
	D												46	46	46	46	46	46	46	46	46	46	46	46	43
	E		105	105	105	104	92	86	78	74	68	64	50	56	52	48	44		56	56					
	F		105		105		84		80		80		58		56										
26	A															30	30	30							
	B															46	46	46	46	46	46	46	46	46	–
	C															48	48	48	48	48	48	48	48	48	45
	D															46	46	46	46	46	46	46	46	46	41
28	A																30	30							
	B																46	46	46	46	46	46	46	46	–
	C																48	48	48	48	48	48	48	43	43
	D																46	46	46	46	46	46	46	46	40
30	C																	48	48	48	48	48	38	38	38	38
32	C																	48	48	48	36	36	36	36	36	36
34	C																	48	48	36	36	36	36	36	36
36	E		104	104	98	90	84	78	72	68	64	60	56	52	48	44	40								
	F		104		96		84		80		80		56		42		40	38							
48	E		96	96	88	80	74	68	64	60	56	52	50	46	44	40	36								
	F		96		88		80		80		56		48		42		38	34							

LINE A Applies to AA and MO
LINE B applies to BN, CO and NO
LINE C applies to WA
LINE D applies to UA only
LINE E applies to DL only
LINE F applies to EA only

CP MAXIMUM DIMENSIONS
28" x 48" x 30"
24" x 48" x 80"
12" x 24" x 98"

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

12 CANADAIR NORTH STAR (ALL-CARGO)

HEIGHT (IN INCHES)

WIDTH (IN INCHES)	30	48	62	67	68	69	70	71	71½
1	372	372	312	251	239	227	209	190	166
2	372	372	290	238	226	215	199	183	158
3	372	350	269	227	215	205	190	175	151
4	372	330	255	216	205	196	181	168	146
5	372	310	243	205	195	189	174	161	143
6	372	293	231	196	187	181	167	155	140
7	352	280	220	188	180	174	160	149	122
8	332	266	210	180	173	167	154	144	104
9	313	255	201	173	167	162	147	140	96
10	295	244	192	167	162	155	140	137	91
11	278	235	185	161	157	150	135	133	88
12	262	225	179	157	152	145	130	130	
13	249	217	173	152	146	140	124	115	
14	236	208	167	147	141	135	119	107	
15	226	200	162	143	136	130	114	100	
16	216	193	15.	138	132	125	109	95	
17	206	186	151	134	128	121	105	89	
18	198	180	147	130	123	117	101		
19	190	174	142	125	119	113	98		
20	183	168	138	122	115	109	94		
21	175	163	134	118	111	105	90		
22	169	158	130	114	107	102			
23	163	153	127	111	104	99			
24	158	148	124	108	101	96			
25	153	144	121	105	98	92			
26	149	139	117	102	95				
27	144	135	114	100					
28	139	131	111	98					
29	135	127	108						
30	132	124	103						
31	128	120	102						
32	124	117	100						
33	121	113							
34	117	110							
35	114	107							

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

UMI

13 CANADAIR NORTH STAR (COMBINATION)

HEIGHT (IN INCHES)

WIDTH (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	29	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60
2	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
4	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
6	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
8	124	122	122	120	120	118	118	116	114	112	110	108	106	104	100	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
10	124	122	122	120	120	118	118	116	114	112	110	108	106	104	100	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
12	122	120	118	118	116	114	112	112	108	104	100	96	94	92	86	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
14	122	120	118	118	116	114	112	112	108	104	110	96	94	92	86	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
16	120	118	118	116	114	112	110	108	104	96	90	86	82	80	76	47	47	47	47	47	47	47	47	47	47	47	47	47	47	
18	120	118	118	116	114	112	110	108	104	96	90	86	82	80	76	47	47	47	47	47	47	47	47	47	47	47	47	47	47	
20	118	114	114	112	108	104	100	96	84	76	74	72	68	64	60	47	47	47	47	47	47	47	47	47	47	47	47	47		
22	118	114	114	112	108	104	100	96	84	76	74	72	68	64	60	47	47	47	47	47	47	47	47	47	47	47	47	47		
24	112	110	108	108	100	96	92	86	80	72	62	56	54	54	52	47	47	47	47	47	47	47	47	47	47	47				
26	112	110	108	108	100	96	92	86	80	72	62	56	54	54	52	47	47	47	47	47	47	47	47	47	47	47				
28	108	106	106	104	96	92	86	80	72	64	60	54	48	47	47	47	47	47	47	47	47	47	47	47						
30	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34															
32	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34															
34	104	92	88	80	76	74	72	66	62	60	56	52	44	38	34															
36	88	80	80	76	74	72	68	64	62	60	54	50	44	36	32															
37	76	74	72	66	64	64	62	62	60	58	52	48	40	34	32															

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

14 DOUGLAS C-47 (ALL CARGO)

HEIGHT OR WIDTH (IN INCHES)	WIDTH OR HEIGHT (IN INCHES)						WIDTH ONLY (IN INCHES)				
	40	44	48	52	56	60	64	68	72	76	80	84
2	366	366	366	357	357	357	357	353	189	129	109	101
4	366	366	366	357	357	357	357	353	189	129	109	101
8	362	362	357	357	357	357	353	237	161	129	109	97
12	362	357	357	357	357	353	297	177	129	117	97	85
16	357	357	357	357	353	325	213	133	117	105	93	81
20	357	357	357	353	277	253	153	117	105	93	81	
24	325	309	305	285	253	213	117	109	97	85	81	
28	273	265	253	237	217	153	109	97	89	81	81	
32	233	229	217	197	177	121	105	93	85	81	81	
36	201	197	189	177	153	117	105	89	85	81	81	
40	177	173	169	157	141	105	105	85	85	81	81	
44	173	161	157	145	129	105	101	85	81	77		
48	169	133	133	129	117	105	93	81	81	77		
52	117	117	117	117	109	105	85	81	81	77		
56	97	97	97	97	97	85	69	69				

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

15–A DC-6A COMBINATION PASSENGER AND CARGO

WIDTH INCHES	HEIGHT IN INCHES									
	48	50	52	54	56	58	60	62	64	66
	MAXIMUM LENGTH – INCHES									
3	265	265	265	265	265	265	265	265	265	265
6	265	265	265	265	265	265	265	265	265	265
12	265	265	265	265	265	265	265	265	265	265
24	265	265	265	265	265	261	248	236	227	217
36	216	211	206	201	198	196	193	187	183	177
48	174	171	170	168	161	149	142	142	142	142
60	138	134	132	131	124	118	111	111	111	111
72	116	110	101	74	74	74	74	70	70	70

15 DOUGLAS DC-6A (ALL CARGO)
DOUGLAS DC-7B F (ALL CARGO)

HEIGHT OR WIDTH (IN INCHES)

WIDTH OR HEIGHT (IN INCHES)	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
3	623	623	623	623	623	623	623	623	620	612	598	570	547	521	499	473	446	428	412
6	623	623	623	623	623	623	623	620	605	593	581	542	521	501	476	449	431	418	393
9	623	623	623	623	623	623	623	618	595	579	554	523	494	477	453	438	417	394	382
12	602	601	580	575	560	545	530	511	504	496	472	458	432	417	404	387	372	363	354
15	550	534	519	506	498	489	475	460	445	436	420	403	392	380	369	358	349	341	330
18	484	477	463	452	444	435	424	414	406	398	384	373	361	349	341	330	321	312	302
21	430	421	414	409	401	395	385	376	367	358	350	339	328	321	313	304	298	289	282
24	398	390	385	379	368	363	359	348	339	330	326	322	319	308	299	291	284	279	271
27	365	358	350	347	341	336	329	322	315	307	298	289	281	278	272	269	266	263	259
30	336	330	328	324	319	311	304	300	294	286	279	271	264	260	257	254	251	247	245
33	318	311	307	301	298	292	287	282	278	271	263	255	248	244	239	235	231	227	224
36	290	286	284	282	280	276	272	267	263	256	249	243	235	231	228	224	219	216	213
39	274	271	269	267	264	260	256	251	248	242	237	230	224	219	215	211	205	201	198
42	259	256	254	252	250	247	243	238	235	230	225	219	214	210	204	199	196	193	189
45	247	244	242	240	238	235	231	226	223	218	213	208	204	201	197	193	189	185	181
48	234	232	230	228	226	223	218	214	211	208	204	199	196	192	188	185	181	177	175
51	222	220	218	216	214	210	207	203	200	195	191	188	184	180	177	174	172	170	168
54	210	208	206	205	202	198	195	193	191	188	185	181	179	173	171	168	165	163	162
57	198	196	194	192	190	187	185	183	182	178	175	173	171	167	164	162	159	157	155
60	189	186	184	182	180	178	176	174	173	171	170	169	168	163	160	158	155	153	149
63	181	179	177	175	173	170	168	166	165	163	160	158	156	154	151	149	146	144	142
66	174	171	169	167	165	164	162	160	159	156	154	152	151	148	146	144	142	140	138
69	169	166	163	161	160	159	158	154	152	150	148	147	146	144	141	139	137	135	134
72	163	161	158	156	153	151	150	148	146	145	143	142	141	139	137	136	134	132	130
75	157	155	152	150	147	145	144	142	140	139	138	137	135	134	132	130	128	126	
78	151	149	146	144	141	139	138	136	134	133	132	131	130	128	126	123	121	118	
81	146	143	140	138	135	133	131	130	129	128	127	126	125	122	120	116	115		
84	141	138	135	132	129	128	127	126	125	124	123	122	120	118	115				
Width only (In Inches) 87	136	133	130	127	124	122	121	119	118	117	115	114	113						
90	132	128	125	122	121	120	118	117	116	115	112								
93	127	124	122	119	116	115	114	113	112	111									
96	124	121	119	116	114	113	112												
99	120	118	116	114	112														
102	117	115																	
103	115																		

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

14-A BRISTOL BRITANNIA

HEIGHT IN INCHES

WIDTH	11	17	20	23	25	27	30
5	161	161	161	161	151	138	129
7	155	155	154	153	144	133	125
9	150	150	148	145	137	128	121
11	145	145	142	139	132	124	117
13	140	140	136	133	126	120	114
15	135	135	132	128	121	116	110
17	132	132	128	123	117	112	106
19	128	128	123	118	114	108	102
21	124	124	119	115	109	104	98
22	120	120	115	111	106	100	95
24	116	116	112	107	101	97	91
26	113	113	107	103	97	93	87
28	108	108	103	99	94	89	82
30	104	104	99	96	90	85	78
32	100	100	96	91	86	81	75
34	96	96	92	88	82	78	71
36	93	93	88	84	78	74	68
38	89	89	84	79	75	70	64
40	85	85	80	76	71	66	61
41	81	80	76	72	67	62	58
43	77	76	72	68	63	58	56
45	75	72	68	64	59	56	54

Find length at intersection of height and width.

19 MARTIN

LINE A applies to: EA
LINE B applies to: DL, TW
LINE C applies to: AL, PC

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	Line	3	6	9	12	15	19	20	30	40	50	53
3	A	136	136	136	136	136	136	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
6	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
9	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
12	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
15	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
20	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
23	A	136	74	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
25	A	74	74	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	24	24	24	24
30	A	74	74	74	74	74	74	74	56	56	44	44
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	24	24	24	24
33	A	74	74	74	74	74	74	74	56	56	—	—
	B	70	70	70	70	56	56	56	56	—	—	—
	C	56	56	56	56	56	56	56	24	24	24	24
34	A	74	74	74	74	—	—	—	—	—	—	—
	B	70	70	70	70	—	—	—	—	—	—	—
	C	56	56	56	56	56	56	56	24	24	24	24

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

22 VISCOUNT

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)		15	20	25	30	35	40	45	50	52	54	55	56	58	60	65	70	75	80	85	90	95	100
8	A								36	36	36		36	36	36	20	20	18	18	18	18	18	18
10	A								35	35	35		35	35	20	20	20	18	18	18	18	18	18
	B	46	46	46	46	46	37	37	35			35			18	18	18	18	18	18	18	18	18
12	A								35	35	35		35	20	20	20	20	18	18	18	18	18	18
	B	46	46	46	46	46	36	36	35			35			18	18	18	18	18	18	18	18	18
14	A								35	35	35		20	20	20	20	20	19	18	18	18	17	17
	B	46	46	46	46	46	35	35	35			35			18	18	18	18	18	18	18	18	18
16	A								34	34	20		20	20	20	20	20	19	18	18	18	17	17
	B	46	45	45	45	35	35	35	35			35			18	18	18	18	18	18	18	18	18
18	A								33	20	20		20	20	20	20	20	19	18	17	17	17	
	B	46	40	40	40	35	35	35	35			35			18	18	18	18	18	18	18	18	18
20	A								32	20	20		20	20	20	19	19	17	17	17	17	16	--
	B	46	36	36	36	31	18	18	18			18			18	18	18	18	18	18	18	18	15
22	A								30	20	20		19	19	19	19	19	18	17	17	16	16	15
	B	46	36	33	29	21	18	18	18			18			18	18	18	18	18	15	15	15	15
24	A								27	19	19		19	19	19	19	19	18	17	16	15	15	
	B	46	36	30	27	21	18	18	18			18			18	18	18	18	18	16	15	15	15
26	A								25	19	19		19	19	19	18	17	16	15				
	B	46	36	28	24	21	18	18	18			18			18	18	18	18	18				
28	A								21	19	19		18	18	18	18	16	15					
	B	46	36	26	21	21	18	18	18			18			18	18	18	18	18				
30	A								19	19	19		18	18	18	18	15						
	B	46	36	24	21	21	18	18	18			18			18	18	18	18	18				
32	A								18	18	18		18	18	18	17							
	B	46	31	23	21	19	18	18	18			18			15	15	15						
34	A								18	18	18		17	17	17								
	B	46	31	21	21	18	18	18	18			18			15	15	15	A-applicable to TOA only					
36	A								17	17	17												
	B	35	31	20	20	18	16	16	16			15			12	12	12	B-Not applicable to TOA					
38	A								15														
	B	35	19	19	19	18	15	15	15														

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

16 LOCKHEED CONSTELLATION SPEEDPAK

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	80
6	320	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
8	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
10	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
12	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
14	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
16	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
18	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
20	300	300	300	300	300	300	300	290	290	290	290	290	290	290	290	290	290	290	290
22	300	300	300	300	300	300	300	290	260	260	260	260	260	260	260	260	260	260	260
24	300	300	300	300	300	300	300	290	280	196	196	196	196	196	196	196	196	196	196
26	300	300	300	300	300	300	300	290	260	187	187	187	187	187	187	187	187	187	187
28	300	300	300	300	300	300	300	290	260	187	187	165	165	165	165	165	165	165	165
30	300	300	300	300	300	300	300	290	260	196	187	165	133	133	133	133	133	133	133

FIND THIRD DIMENSION (IN INCHES AT) INTERSECTION OF FIRST AND SECOND DIMENSIONS

18 SMITH CURTISS COMMUTER

Use Convair Chart No. 9.

21 VERTOL 44

MAXIMUM DIMENSIONS:

20 IN. x 24 IN. x 44 IN.

20 SIKORSKY S-55

MAXIMUM DIMENSIONS:

20 IN. x 24 IN. x 44 IN.

24 FAIRCHILD C-82

MAXIMUM DIMENSIONS:

100 x 102 x 335

and

74 x 102 x 460

23 LOCKHEED SUPER CONSTELLATION (All Cargo)

HEIGHT (IN INCHES)

WIDTH (IN INCHES)		54	60	66	72	
3	A	792	792	696	492	
		840	840	696	486	414
6	A	792	792	624	456	
		840	792	624	462	372
9	A	792	696	528	396	
		840	702	534	402	366
12	A	756	624	492	360	
		762	624	495	366	297
18	A	576	492	396	288	
		576	498	396	293	264
24	A	480	396	312	240	
		480	402	318	246	228
30	A	384	324	264	216	
		390	327	270	216	198
36	A	324	276	228	180	
		324	276	231	189	162
48	A	240	204	180	144	
		240	210	176	144	132
60	A	180	156	132	108	
		186	165	138	110	108
72	A	132	120	108		
		141	117	110		
88		117				

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

A - Applicable only to EA.

50C BOEING 720

WIDTH IN INCHES

HEIGHT IN INCHES	4	8	12	16	20	24	28	32	36	40	44	48
5	256	(252) 240	(226) 218	(207) 203	(189) 188	176	164	156	149	139	131	120
10	253	(247) 220	(220) 205	(201) 193	(184) 180	170	158	152	145	135	128	118
15	(247) 219	(241) 208	(213) 193	(194) 182	(178) 172	162	153	147	140	131	124	115
20	(242) 208	(231) 200	(207) 183	(187) 172	(172) 163	155	147	141	134	125	119	112
25	(233) 205	(219) 184	(198) 171	(179) 162	(165) 154	147	141	134	127	118	112	107
30	(220) 189	(204) 170	(192) 160	(170) 152	(156) 145	140	133	125	119	110	104	99
35	(203) 168	(193) 155	(182) 146	(159) 141	(147) 136	132	121	113	107	100	95	89
40	(191) 150	(184) 141	(169) 134	(145) 127	(135) 120	112	105	98	92	88	83	78
45	(184) 131	(171) 123	(151) 117	(127) 110	(120) 101	94	88	81	76	72	68	50
50	(174) 118	(153) 110	(129) 102	(105) 93	(98) 84	76	68	62	58	54		
55	(158)	(130)	(104)	(83)								
60	(129)	(100)	(82)									
65	(89)											
68	(81)											

Find length (in inches) at intersection of height and width. Length figures shown in parenthesis ( ) can be used only if cargo is inserted diagonally through the door.

UMI

50 BOEING 707

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)		4	8	12	16	20	24	28	32	36	40	44	48
69	C	91											
68	A	108											
	A	126											
67	C	87											
65	C	94	81										
64	A	140	106										
60	C	102	89										
62	A	152	125										
61	C	110	97	81									
60	A	162	129	101									
59	C	120	106	90									
58	A	171	150	118									
56	A	181	160	130									
	C	133	118	104									
54	A	190	170	141	98								
53	C	146	131	113	95								
52	A	199	180	151	118								
50	A	208	188	160	130								
	D	175	152	138	135	118	97	88	82	54			
	C	159	144	132	117								
48	D	180	161	140	138	128	110	100	91	78	68	52	
47	A	221	201	174	147	121	106	94	84	65	53	--	--
	B	137	120	112	103	95	87	78	70	63	53	--	--
	C	171	156	144	132	118	107	100	70	62	52	--	--
44	A	232	214	186	161	137	123	113	105	96	85	65	--
	B	133	126	118	110	102	95	88	85	82	80	65	--
	C	182	167	156	144	130	119	110	82	80	80	64	--
	D	187	175	156	144	139	130	120	108	96	86	73	52
41	C	193	177	165	155	141	130	118	109	98	93	--	--
40	A	243	229	202	178	156	140	124	114	106	95	85	--
	B	149	141	134	133	130	124	116	109	102	95	85	--
	D	197	185	170	156	144	140	132	120	106	97	86	68
38	C	203	186	173	163	150	138	126	114	107	100	91	55
36	A	250	241	218	195	173	156	138	125	115	106	96	74
	B	69	168	162	155	145	136	128	120	113	106	96	74
	C	209	191	178	165	155	143	131	119	112	105	96	73
	D	209	192	182	166	155	146	141	131	117	106	96	78
33	C	218	200	185	171	160	148	137	126	120	112	103	84
32	A	255	250	233	210	187	168	149	135	125	114	105	87
	B	198	194	182	170	160	148	139	130	122	114	105	87
	D	221	202	192	173	162	150	142	140	125	120	108	91
30	C	226	207	191	177	165	153	142	132	126	118	109	92
28	A	259	257	243	225	200	179	159	149	138	124	113	96
	B	222	215	200	186	174	160	149	139	130	122	113	96
	D	232	211	198	180	167	155	150	148	141	132	120	100
27	C	234	214	197	182	169	157	146	137	131	123	114	98
24	A	263	261	254	238	212	189	179	169	156	140	125	103
	B	242	236	219	202	187	172	158	147	139	129	119	103
	C	241	220	202	187	173	160	149	141	135	128	119	103
	D	241	220	202	187	173	160	155	150	146	140	130	110
21	C	248	225	207	191	176	163	152	142	138	131	122	102
20	A	266	265	261	249	222	215	200	187	175	156	139	109
	B	261	257	239	218	200	185	167	155	143	132	125	109
	D	250	228	208	192	177	173	167	162	155	146	132	109
18	C	255	231	211	194	179	166	155	147	141	135	126	111
16	A	271	268	266	248	249	238	225	210	195	178	161	142
	B	269	268	256	233	213	193	175	159	148	138	129	114
	D	259	235	214	197	192	187	180	175	166	156	144	128
15	C	259	236	215	198	182	169	158	149	142	137	129	115
12	A	273	271	269	266	261	254	243	233	218	202	186	169
	B	272	270	269	268	224	202	181	164	152	141	132	118
	C	264	241	219	202	185	174	160	151	145	139	131	118
	D	264	241	219	214	208	202	194	186	182	170	156	140
9	C	268	246	227	209	188	176	162	152	147	140	132	120
8	A	274	272	271	268	265	261	251	250	241	229	214	197
	B	274	272	271	269	253	209	187	269	255	144	134	121
	D	270	247	241	225	228	220	211	202	192	185	175	161
6	C	272	250	227	208	191	177	165	155	148	141	132	122
4	A	276	274	273	271	266	263	259	255	250	243	232	216
	B	275	274	273	270	240	214	190	172	158	146	135	123
	D	274	270	264	259	250	241	232	221	209	197	187	180
3	C	275	254	230	211	194	179	167	157	149	142	134	123

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

A-B - TWA, PAA
C - AAL
D - CAL, BNF, WAL

A - Use when package weighs less than 90 kilos and may be turned on side for loading.

D - Use when package weighs 90 kilos or more or when it cannot be turned on side for loading.

51 DE HAVILAND COMET IV

First Dimension in Inches

SECOND DIMENSION IN INCHES	15	22	26	28	32	41	44	46	47	48
2	152	128	89	78	78	78	78	78	78	78
4	125	100	78	78	78	78	78	78	78	78
6	103	81	78	78	78	78	78	78	78	78
8	86	78	78	78	78	78	78	78	78	78
10	78	78	78	78	78	78	78	78	78	78
12	78	78	78	78	78	78	78	78	78	78
14	78	78	78	78	78	78	78	78	78	
15	78	78	78	78	78	78	78	78	78	
16	78	78	78	78	78	78	78	78		
17	78	78	78	78	78	78	78	78		
18	78	78	78	78	78	78	78			
19	78	78	78	78	78	78	78			
20	78	78	78	78	78	78	78			
22	78	78	78	78	78	78				
24	78	78	78	78	78					
26	78	78	78							
28	78	78								
30	78	78								

Find Third Dimension (in inches) At Intersection of First & Second Dimensions

52 LOCKHEED ELECTRA

PACKAGE LENGTHS (INCHES)

HEIGHT (INCHES)																		
27	161	161	161	161	144	133	129	122	116	110	105	93	82	73	68	63	44
26	161	161	161	161	161	160	150	140	136	128	119	104	92	82	74	67	46
24	159	159	159	159	159	159	159	159	159	159	152	134	114	102	89	79	50
22	161	161	161	161	161	161	161	161	161	161	161	161	161	134	112	100	92	51
20	162	162	162	162	162	162	162	162	162	162	162	162	140	123	110	99	61
18	163	163	163	163	163	163	163	163	163	163	163	163	152	133	119	106	69
16	164	164	164	164	164	164	164	164	164	164	164	164	151	136	122	109	100	72
14	165	165	165	165	165	165	165	165	165	165	165	162	144	131	117	107	99	75
12	165	165	165	165	165	165	165	165	165	165	164	156	139	126	116	106	98	77
10	169	169	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80
5	169	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80
	5	10	15	20	22	23	24	25	26	27	28	31	34	37	40	43	51

53A DOUGLAS DC-8

Applicable To DL Only

HEIGHT IN INCHES

WIDTH IN INCHES	MAXIMUM LENGTH — INCHES															
3	230	217	204	194	191	188	185	183	181	179	178	177	176	175	174	174	172
6	230	216	202	188	184	180	178	175	173	171	170	169	168	167	166	166	166
9	216	190	176	165	163	161	159	157	156	156	155	154	154	153	152	152	152
12	185	172	160	154	153	152	152	150	149	148	146	145	144	143	142	141	140
15	180	160	153	150	150	150	150	147	145	142	140	138	136	135	134	133	131
18	170	157	152	147	147	146	144	141	138	136	134	131	129	128	126	124	120
21	166	154	150	144	142	140	137	136	132	130	127	124	122	120	118	117	113
24	164	151	149	141	137	133	130	127	124	121	119	116	114	110	108	106	101
27	156	148	145	132	125	121	118	114	110	109	104	100	98	95	93	92	88
30	150	146	139	120	111	108	102	97	92	88	85	82	80	79	77	76	73
33	148	143	122	107	91	86	80	76	72	69	67	65	64	62	61	60	59
36	144	140	94	72	68	64	60	58	55	53	51	49	48	47	46	45	44

53 DOUGLAS DC-8

HEIGHT OR WIDTH (IN INCHES)

HEIGHT INCHES	WIDTH IN INCHES 3	6	9	12	15	18	21	24	27	30	33	35
	MAXIMUM LENGTH - INCHES											
6	130	130	130	130	130	130	122	113	105	100	96	93
9	130	130	130	130	130	125	115	106	101	96	91	88
12	130	130	130	130	130	117	107	100	96	90	85	82
15	130	130	130	130	128	112	103	95	90	85	81	78
18	130	130	130	130	125	110	102	93	88	83	77	75
21	130	130	130	130	122	107	99	91	85	78	73	70
24	130	130	130	126	117	106	97	90	82	76	71	67
27	130	130	126	123	114	102	91	80	79	59	59	59
30	130	130	120	120	106	94	84	74	72	55	55	55
33	130	130	115	111	98	88	77	67	67	50	50	50
36	130	130	110	90	75	66	60	55	54	47	47	

53B DOUGLAS DC-8

Applicable to EA and NW Only

HEIGHT (IN INCHES)

WIDTH (IN INCHES)	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30
3	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283
6	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283
9	283	270	258	258	246	246	246	246	236	236	229	224	222	220	217	215	209
12	283	258	240	220	214	208	202	198	192	188	186	183	181	179	177	175	170
15	283	258	220	175	171	168	168	168	159	159	154	154	154	149	148	147	145
18	283	246	202	168	164	161	157	154	151	149	146	144	142	140	138	136	132
21	283	236	188	159	154	150	149	142	139	136	133	130	128	126	124	122	116
24	283	222	181	154	148	144	142	136	132	128	124	121	118	115	112	108	101
27	283	215	175	147	136	136	136	122	122	122	108	108	108	96	94	92	90
30	283	209	170	145	132	132	132	116	116	116	101	101	101	90	90	90	79
33	218	164	128	107	91	86	81	80	79	78	78	77	76	76	75	74	70
36	195	136	95	79	75	72	70	70	70	70	70	69	68	68	66	65	60

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

54 FAIRCHILD F-27

(Use DC-3 Chart)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
(E)-Air Express only.
Explanation of numerical notes follows charts.

	AA	AL	BL	BN	CA	CO	CN	CPA(4)	DL	EA	FL
Animals, live	AC(2-6)	A(2)	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2-6)	AC(2-6)	A(2-20)
EXCEPTIONS											
Alligators	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Alligators, baby	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Animals, in excess of 200 lbs	AC(2-6)	N	N	AC(2)	AC(2)	N	N	A(2-32)	AC(2-6)	AC(2-6)	N
Apes	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Bears, cub	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2-6)	N
Bears, grown	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Bees	A(2)	A(2)	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(10-32)	A(2)	A(2)	A(2-20)
Birds	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(32)	AC(2)	AC(2)	A(2-20)
EXCEPTIONS											
Birds, small	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Canaries	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Parakeets	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Parrots	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Cats	A(2-4)	N	N	AC(2)	AC(2)	A(7)	N	A(2-32)	AC(2)	AC(2)	N
Chimpanzees	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Chinchillas	AC(2)	N	N	N	AC(2)	42	N	A(2-32)	AC(2)	AC(2)	N
Dogs	A(2-4)	N	N	AC(2)	AC(2)	A(7)	N	A(2-32)	AC(2)	AC(2)	N
Elephants	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Fish	A(2)	A(2-9)	A(2-9)	AC(2-9)	AC(2)	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(2-9)	A(2-9-20)
EXCEPTIONS											
Clams	A(2)	A(2-9)	A(9)	A(2-9)	AC	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(2)	A(2-9-20)
Goldfish	A(2)	A(2-9)	A(9)	A(50)	AC(2)	N	N	A(50-32)	A(2)	A(2-50)	A(2-9-20)
Lobsters	A(50a)	A(2-9)	A(50a)	A(50a)	N	A(23-25-50a)	N	A(50a-32)	A(50a)	A(2-50a)	A(20-50a)
Shellfish	A(2)	A(2-9)	A(9)	A(2-9)	AC(9)	A(2-23-25)	N	A(2-9-32)	A(2)	A(2-9)	A(2-9-20)
Tropical Fish	A(50)	A(2-9)	N	A(50)	A(50)	A(23-25-50)	A(16a)	A(50-32)	A(50)	A(2-50)	A(50)
Foxes	AC(2)	A(2-9)	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2)	AC(2)	N
Guinea Pigs	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Hamsters	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Hippopotamus	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Horses, race	N	N	N	N	N	N	N	N	N	N	N
Insects	A(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	A(2)	A(2)	A(2-20)
Lions, cub	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2-6)	N
Lions, grown	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Livestock	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
EXCEPTIONS											
Calves	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Cattle, grown	N	N	N	N	N	N	N	N	N	N	N
Cattle, uncrated	N	N	N	N	N	N	N	N	N	N	N
Goats	AC(2)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Horses, draft	N	N	N	N	N	N	N	N	N	N	N
Sheep	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Swine	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Mink	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Monkeys	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2)	AC(2-6)	N
Orangoutangs	AC(2-6)	N	N	AC(2)	N	N	N	N	AC(2-6)	AC(2-6)	N
Pets, small	AC(2-6)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Poultry	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	N
EXCEPTIONS											
Chicks	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Ducklings	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Goslings	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Poultry, baby	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Poults (except turkey)	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	N
Poults, turkey	AC(2-16-18)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Rabbits	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Reptiles	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
EXCEPTIONS											
Reptiles, small	AC(2)	N	A(2)	N	AC(2)	N	N	A(2-32)	A(2-6)	AC(2-6)	N
Rodents	AC(2-6)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
EXCEPTIONS											
Coypu (Nutria)	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Mice	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Rats	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Skunks, pet	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Snakes, non-poisonous and harmless	AC(2-6)	N	A(2)	N	AC(2)	N	N	A(2-32)	AC(2-6)	AC(2-6)	N
Tigers, cub	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2-6)	N
Tigers, grown	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Wolves	AC(2)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Worms	A(2)	A(2)	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	A(2)	A(9)	A(2-20)

UMI

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
(E)-Air Express only.
Explanation of numerical notes follow charts.

	PT	LX(E)	LC(E)	MO	NA	NE	NO	NW	NY	OZ
Animals, live	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	(E)	AC(2-16)	A(2-6)	A(2)
EXCEPTIONS										
Alligators	A(3)	A(2)	N	N	AC(2)	A(3-31)	N	AC(2-16)	A(2)	N
Alligators, baby	A(3)	A(2)	N	N	AC(2)	A(3-31)	N	A(2-41)	A(2)	N
Animals, in excess of 500 lbs	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Ants	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Beard, crib	A(3)	A(2-6)	N	N	AC(2)	N	N	A(2-4-41)	A(2-6)	N
Bears, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Bees	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(D)	A(2-10-23-26)	A(2)	A(10)
Birds	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	A(2-41)	A(2)	A(2)
EXCEPTIONS										
Birds, small	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	N	A(2-41)	A(2)	A(2)
Canaries	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	(E)	A(2-41)	A(2)	A(2)
Parakeets	A(3)	A	A(2-4)	N	(E)	A(3-31)	(E)	A(2-41)	A	A(2)
Parrots	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	(E)	A(2-41)	A(2)	A(2)
Cats	A(3)	A(2)	A(2-4)	N	A(7)	A(3-31)	(E)	A(2-41)	A(2)	A(2)
Chimpanzees	A(3)	A(2-6)	N	N	AC(2)	A(3-31)	N	AC(2-16)	A(2-6)	N
Chinchillas	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	A(2-41)	A(2)	A(2)
Dogs	A(3)	A(2-6)	A(2-4)	N	A(7)	A(3-31)	A(2)	A(2-41)	A(2-6)	A(2)
Elephants	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Fish	A(3)	A(2)	A(2-4-9)	N	A(2-9)	A(3-9)	(E)	A(2-9-23-26)	A(2)	A(2-9)
EXCEPTIONS										
Clams	A(3)	5	A(9)	A(2)	A(2-9)	A(3)	(E)	A(50)	A	A(9)
Goldfish	A(3)	A(2-9)	A(2-4-9)	N	A(2-9)	A(3)	(E)	A(50-23-26)	A(2-9)	A(2-9)
Lobsters	A(50a)	A(50a)	A(50a)	A(50a)	A(50a)	A(3-50a)	(E)	A(50a)	A(50a)	A(50a)
Shellfish	A(3)	A(2)	A(9)	N	A(2-9)	A(3)	(E)	A(50a)	A(2)	A(9)
Tropical Fish	A(3)	A(50)	N	N	A(50)	A3(50)	A(50)	A(50-23-26)	A(50)	A(50)
Foxes	A(3)	A(2-6)	N	N	A(29-7)	A(3-31)	N	AC(2-16)	A(2-6)	N
Guinea Pigs	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-4-41)	A(2)	A(2)
Hamsters	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-4-41)	A(2)	A(2)
Hippopotamus	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Horses, race	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Insects	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	A(2-41)	A(2)	A(4)
Lions, cub	A(3)	A(2-6)	N	N	A(7)	N	N	AC(2-16)	A(2-6)	N
Lions, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Livestock	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
EXCEPTIONS										
Calves	A(3)	A(2)	N	N	AC(2)	N	N	AC(2-16)	A(2)	N
Cattle, grown	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Cattle, unweaned	A(3)	N	N	N	AC(2)	N	N	N	N	N
Goats	A(3)	A(2-6)	A(2-4)	N	AC(2)	N	N	AC(2-16)	A(2-6)	A(2)
Horses, draft	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Sheep	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Swine	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Mink	A(3)	A(2)	N	N	A(7)	A(3-31)	N	A(2-41)	A(2)	A(2)
Monkeys	A(3)	A(2-6)	N	N	AC(2)	A(3-31)	N	N	A(2-6)	N
Orangoutangs	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Pets, small	A(3)	A(2)	A(2-4)	N	A(7)	A(3-31)	(E)	A(2-4-23-26)	A(2)	A(2)
Poultry	A(3-18)	A(2)	A(2-4)	N	AC(2)	A(3-31)	(E)	A(2-41)	A(2)	N
EXCEPTIONS										
Chicks	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(2-41)	A(2)	A(2-8)
Ducklings	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(2-41)	A(2)	A(2-8)
Goslings	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(2-41)	A(2)	A(2-8)
Poultry, baby	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(2-41)	A(2)	A(2-8)
Poults (except turkey)	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(2-41)	A(2)	A(2-8)
Poults, turkey	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(2-41)	A(2)	A(2-8)
Rabbits	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	A(2-4-41)	A(2)	A(2)
Reptiles	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	N	AC(2-16)	A(2-6)	A(2)
EXCEPTIONS										
Reptiles, small	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	N	A(2-4-41)	A(2-6)	A(2)
Rodents	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	A(2-4-41)	A(2-6)	A(2)
EXCEPTIONS										
Coypu (Nutria)	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	A(2-41)	A(2-6)	A(2)
Mice	A(3)	A(2)	A(2)	N	AC(2)	A(3-31)	N	A(2-41)	A(2)	A(2)
Rats	A(3)	A(2)	A(2)	N	AC(2)	A(3-31)	N	A(2-41)	A(2)	A(2)
Skunks, pet	A(3)	A(2)	N	N	A(7)	A(3-31)	N	A(2-41)	A(2)	N
Snakes, non-poisonous and harmless	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	(E)	A(2-41)	A(2-6)	N
Tigers, cub	A(3)	A(2-6)	N	N	A(7)	N	N	AC(2-16)	A(2-6)	N
Tigers, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Wolves	A(3)	A(2-6)	A(2-4)	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Worms	A(3)	A(2-6)	A(2-4)	A(2)	AC(2)	A(3-21)	(D)	A(2-23-26)	A(2-6)	A(2)

UMI

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
(E)-Air Express only.
Explanation of numerical notes follows charts.

	FC	FI	HO	SO	TC	TRC	TT	TW	UA	WA	WC
Animals, live	A(2-30)	A(2)	AC(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2)	N	N
EXCEPTIONS											
Alligators	A(2-30)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Alligators, baby	A(2-30)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Animals, in excess of 200 lbs	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Apes	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bears, cub	A(2-30)	A(2)	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Bears, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bees	A(2-30)	A(2)	A(3)	N	A(10-28)	A(3-4)	(E)	AC(2)	AC(10)	N	N
Birds	A(2-30)	A(2)	A(3)	N	A(28)	A(3-4)	(E)	AC(2)	AC(2-42a-42e)	N	A(2)
EXCEPTIONS											
Birds, small	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a-42e)	A(2-20)	A(2)
Canaries	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	A(2-23-27)	A(2-20)	N
Parakeets	A(2-30)	A	A(3)	N	A(2-28)	A(3-4)	A	AC	AC(2-19)	A	A(2)
Parrots	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	N
Cats	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2-42-42B)	A(2-7-23-24)	A(2-4)	A(2)
Chimpanzees	A(2-30)	N	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Chinchillas	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	(E)	A(23-27)	A(2)	A(2)
Dogs	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2-42-42B)	A(2-7-23-24)	A(2-4)	A(2)
Elephants	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Fish	A(2-30)	A(2-9)	A(3)	A(2-9)	A(2-9-28)	A(3-4-9)	N	A(9)	AC(2-42a-42e)	N	N
EXCEPTIONS											
Clams	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	N	A(2)	A(2-9)	A(2)	A(9)
Goldfish	A(2-30)	A(2-9)	A(3)	A(2-50)	A(50-28)	A(3-4-9)	(E)	A(50)	A(50-23-27)	A(9)	N
Lobsters	A(50a-30)	A(50a)	A(50a)	A(50a)	A(50a-28)	A(3-4-50a)	(E)	A(50a)	A(50a)	A(50a)	A(50a)
Shellfish	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	(E)	A(50a)	N	A(9)	A(2-9)
Tropical fish	A(30-50a)	A(50)	A(50)	A(2-50)	A(50-28)	A(3-4-50)	(E)	A(50)	A(50-23-27)	A(50)	N
Foxes	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Guinea Pigs	A(2-30)	A(2)	A(3)	A(2)	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42e)	A(2-20)	N
Hamsters	A(2-30)	A	A(3)	A(2)	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42e)	A(2-20)	A(2)
Hippopotamus	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Horses, race	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Insects	A(2-30)	A(2)	A(3)	N	A(2-17)	A(3-4)	N	AC(2)	AC(2)	A(2)	A(2)
Lions, cub	A(2-30)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Lions, grown	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Livestock	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2)	N	N
EXCEPTIONS											
Calves	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Cattle, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Cattle, uncrated	N	N	N	N	N	N	N	N	N	N	N
Goats	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Horses, draft	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Sheep	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Swine	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Mink	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	N
Monkeys	A(2-30)	N	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	A	N
Orangoutangs	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Pets, small	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2-42-42B)	AC(2-42e)	A(2-20)	A(2)
Poultry	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2)	AC(2-42a-33a)	N	N
EXCEPTIONS											
Chicks	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	A(2-8-23-27)	A(2-20-8)	A(8)
Ducklings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	A(2-8-23-27)	A(2-20)	N
Goslings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2)	AC(2-42a)	A(2-20)	N
Poultry, baby	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	A(2-8-23-27-33a)	A(2-20)	N
Poults (except turkey)	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2)	A(2-8-23-27-33a)	A(2-20)	A(8)
Poults, turkey	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2)	A(2-8-23-27-33a)	A(2-20)	A(8)
Rabbits	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42e)	A(2-20)	N
Reptiles	A(2-30)	A(2)	A(3)	N	N	A(3-4)	N	N	N	N	N
EXCEPTIONS											
Reptiles, small	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-11-23)	N	A(2)
Rodents	N	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2)	N	A(2)
EXCEPTIONS											
Copyu (Nutria)	N	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	A(2-23-27-48)	A(2-20)	A(2)
Mice	N	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a-42e)	A(2-20)	A(2)
Rats	N	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a-42e)	A(2-20)	N
Skunks, pet	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42e)	N	A(2)
Snakes, non-poisonous and harmless	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-23-27)	N	A(2)
Tigers, cub	A(2-30)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Tigers, grown	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Wolves	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Worms	A(2-30)	A(2)	A(3)	A(2)	A(2-38)	A(3-4)	N	AC(2)	A(15)	A(2-20)	A(2)

UMI

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF UNUSUAL SHIPMENTS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted
(E)-Air Express only.
Explanation on numerical notes follows charts.

	AA	AL	BL	BN	CA	CO	CN	DL	EA	FL	FT	LX(E)	LC(E)	MO	NA
Alcoholic Beverages . .	A(13)	A	A	A(12)	N	N	N	A	A(12)	N	A	A	A	N	A(12)
Automobiles, uncrated .	AC	N	N	AC	N	N	N	AC	AC	N	A	N	N	N	AC
Eggs, raw poultry . . .	A	A	A	A(2)	AC	A	A	A	A	A	A	A(2)	A	N	A
Etiologic Agents . . .	A	A	A	A	A	A	A	A	A	N	A	A	A	A	N
Fabrics, in rolls . . .	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51)
Flowers, in boxes:															
Not over 36" in length	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	A	A(21)	A	A	A	A	A	A	A(29)
Not over 48" in length	A	A	N	A	A	A	A	A(21)	A	A	A	A	N	N	A(29)
Not over 60" in length	A	A	N	A	A	A(21)	N	AC	A(20-30)	A	A	A	N	N	AC
over 60" in length .	A	N	N	AC	AC	A(21)	N	AC	A(20-30)	A	A	A	N	N	AC
Foods, perishable . . .	A	A	A	A	A	A	A	A	A	A	A	A	A	N	A
Fruit: fresh	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Frozen	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Berries	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Garments:															
Not boxed or crated .	N	N	N	N	AC	N	N	N	N	N	A	A	N	N	AC
On hangers or racks .	N	N	N	AC	AC	N	N	AC	N	N	A	A	N	N	AC
Glass, thermo-pane . .	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated	A(4-5-16)	A(4-5)	N	A(4-5)	A(5)	A(4-5)	N	AC(5)	AC(5)	A(4-5-20)	A	A(5)	A(4-14)	N	A(4-5)
Human remains, Infant .	A(4-5)	A(4-5)	A(4)	A(4-5)	AC(5)	A(4-5)	N	A(5)	A(5)	A(4-5-20)	A	A(5)	A(4-14)	N	A(4-5)
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packing	N	N	N	AC	AC	N	N	AC	AC	N	A	A	N	N	N
Meat: fresh	A(2)	A(2)	A	A	AC	A	A	A	A(2)	A	A	A	A	N	A
Frozen	A(2)	A(2)	A	A	AC	A	A	A	A(2)	A	A	A	A	N	A
Milk, fresh	A	A(19)	A(19)	A	AC	A	A	A	A	A	A	A	A(9)	N	A
Perishables not in leak-proof containers where time is principal factor in shipment . . .	A	N	N	A	AC	A	N	A	A	A	A	A	N	N	A
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/ or porcelain	A	N	N	A	A	A	A	A	A	A	A	N	N	A	A
Vegetables: fresh . .	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Frozen	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A

	NE	NO	NW	NY	OZ	PC	PT	RD	SO	TC	THC	TT	TW	UA	WA	WC
Alcoholic beverages . .	A(12)	(E)	A	A	A	A	N	A	N	A	A(12)	N	N	A(46)	A	N
Automobiles, uncrated .	N	N	N	N	N	N	N	A	N	AC	N	N	AC	AC	N	N
Eggs, raw poultry . . .	A	A	A(41)	A(2)	A	A	N	A	N	A(17)	A	N	A	A	A(2)	A
Etiologic Agents. . . .	A	N	N	A	A	N	N	A	A	A	A	A	A	N	A	A
Fabrics in rolls. . . .	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51a)	A(51a)	A(47a)
Flowers, in boxes: . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Not over 36" in length	A	A	A	A	A	A	A	A	A	A(43)	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	N	A	A	A(43)	A	A	A(30)	A	A(21)	A
Not over 48" in length	A	A(21)	A	A	N	A	N	A	N	A(43)	A	A	A(30)	A(21)	A(21)	N
Not over 60" in length	A(21-31)	N	A(41)	A	N	A	N	A	N	A(43)	A	A	AC	A(21)	A(21)	N
Over 60" in length. .	A(21-31)	N	A(41)	A	N	A	N	A	N	A(43)	A	N	AC	A(21)	A(21)	N
Foods, perishable . . .	A	A	A(23-26)	A	A	A	N	A	A	A	A	A	A	A	A	A
Fruit, fresh	A	A	A(23-26)	A	A	A	N	A	A	A(17)	A	A	A	A	A(9)	A
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(9)	A
Berries	A	A	A(23-26)	A	A	A	N	A	A	A	A	A	A	A	A(9)	A
Garments:																
Not boxed or crated .	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
On hangers or racks .	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
Glass, thermo-pane . .	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated	A(14)	N	A(4-41)	A(5)	A(4-5)	N	N	A	N	AC	A(4-5)	N	A(5)	A(5-14-42e)	N	N
Human remains, Infant .	A(14)	A(4-5)	A(23-26)	A(5)	A(4-5)		A(4-5)				A(4-5)	(E)			N	
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packaging	N	N	N	A	N	N	N	A	N	N	N	N	N	N	N	N
Meat: fresh	A	A(2)	A(23-26)	A	A(2)	A	N	A	N	A(17)	A	A	A	A	A(9)	A
Frozen	A	A(2)	A	A	A(2)	A	N	A	N	A	A	A	A	A	A(9)	A
Milk, fresh	A	A(9)	A(23-26)	A	A	N	N	A	N	A(17)	A(9)	A	A	N	N	A(16)
Perishables not in leak-proof containers where time is principal factor in shipment . . .	A	N	N	A	N	A	N	A	N	N	A	A	A	A	N	N
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/ or porcelain	A	N	A	A	N	A	N	A	N	A	A	A	A	A	N	N
Vegetables: fresh . . .	A	A	A(23-26)	A	A	A	N	A	A	A(17)	A	A	A	A	A(9)	A(9)
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(9)	A(9)

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SUMMARY OF CARRIERS' TERMS OF ACCEPTANCE OF LIVE ANIMALS AND UNUSUAL SHIPMENTS

EXPLANATION OF NUMERICAL REFERENCES

1. Accepted only when the shipper provides and installs sufficient breather units to prevent breakage due to altitude.
2. Accepted only when inoffensive, require no attention in transit and securely and adequately crated.
3. Accepted only when inoffensive, securely and adequately crated; require no unreasonable attention in transit or at destination prior to delivery, provided that when any attention is required a letter of instructions from the shipper must be furnished and securely attached to the shipping container, giving full and detailed but reasonable instructions as to watering, feeding, exercising, etc., desired, except that no wild or vicious animal of any kind will be accepted with instructions to water, feed, exercise or remove from container in transit or at destination. When feeding or watering is requested, the container must be equipped with suitable non-spillable water container sufficient feed and utensils therefor.
4. Advance arrangements required for combination aircraft.
5. Must be placed in caskets or cases that will prevent the escape of offensive odors; a certificate of a physician or health officer stating the cause of death must be attached to the Airbill and duplicate pasted on the top of case; must be secured in casket to prevent shifting.
6. Maximum gross weight of 150 pounds for each crate and animal(s).
7. Accepted on combination aircraft only when in kennels which meet the following minimum kennel specifications:
   1. Must be constructed of wood, metal or composition material of similar strength.
   2. Must be so fabricated as to prevent escape of animal in normal handling. Doors must be equipped with positive locks such as hasp with harness snap.
   3. Must be of sufficient size to permit animal to stand, sit and lie down.
   4. Kennel must be provided with adequate ventilation.
   5. Shipper must secure kennel with animal enclosed and locked.
   6. Shipper must provide adequate bedding material such as shredded paper.
   7. Floor of kennel must provide a means for retaining liquids and solids within the kennel during normal handling. This may be in the form of a permanent or disposable insert the full size of the floor extending upwards 1" or more on all four sides.

   CO: will not be accepted on DC-6B or DC-7B aircraft; large kennels will be accepted on Boeing 707 by advance arrangements.

   NA: will not accept large kennels on DC-3 or DC-7B aircraft; will not accept large or small kennels on Lodestar or Lockheed L-049H aircraft; will not accept any kennels on Convair aircraft from May 1 through September 30, except will be carried from a scheduled stop to the next scheduled stop only.
8. Baby poultry, such as chicks, ducklings, and poults are acceptable provided that not more than 72 hours shall elapse between hatching and arrival at destination and that no food nor water has been consumed prior to shipping. For onward carriage via government mail, baby poultry must be less than 72 hours old at the time of transfer to the post office.
9. Must be enclosed in leak-proof, odor-proof, splash-proof containers provided with sufficient material such as sawdust to absorb and hold all water or other fluids.
10. Only shipments consisting of queen bees and their attendant bees are acceptable.
11. Reptiles (other than snakes) will be accepted only as follows: baby alligators not exceeding 22" in length; baby terrapins or turtles not exceeding 2-1/2 inches in length; bloodworms, chameleons, earthworms, frogs, hellgrammites, horned toads, hydras, leeches, lizards, meal worms, newts, planaria, salamanders and tadpoles.
12. Accepted only from or to or within those states which do not require the carrier to have a special permit, license or bond.
13. Accepted only when consigned to Embassies or Diplomatic Representatives of foreign countries located in Washington, D.C.
14. Only human remain shipments where the over all dimension of the outside container does not exceed 29" x 24" x 43" will be accepted on passenger aircraft. (UAL: 20" x 24" x 60") (PI: 32" L x 28" W.)
15. Must be shipped in a leak-proof, moisture proof (not fibreboard) inner container. The contents should be identified on the outside of the container.
16. Advance arrangements required on cargo aircraft.
17. Not accepted on Lockheed Super Constellation equipment from October 1, to April 30.
18. Accepted only if packed in accordance with the following specifications. Each container must have attached to the bottom 12" by 1" slats to allow sufficient circulation of air in and around containers.
19. Not accepted as airfreight or air express on combination aircraft. (Accepted as accompanied baggage only. Maximum two birds per passenger.)

EQUIPMENT SECTION

20. Not accepted on Convair aircraft.
21. Not accepted on DC-3 aircraft.
22. Not accepted on DC-4 aircraft.
23. Not accepted on DC-6B aircraft. Exception: NW will accept tropical fish on DC-6B aircraft between terminals MIA-TPA on one hand and terminals MDW-MSP on the other.
24. Not accepted on DC-7 air tourist equipment.
25. Not accepted on DC-7B aircraft.
26. Not accepted on DC-7C aircraft.
27. Not accepted on DC-7 aircraft except between California and Hawaii.
28. Not accepted on Super Constellation aircraft.
29. Not accepted on Lodestar aircraft.
30. Not accepted on Martin aircraft.
31. Not accepted on Viscount aircraft.
32. Not accepted on Britannia aircraft.
33. Not accepted on B-707 aircraft.
33a. Not accepted on Boeing 720 aircraft.
34. Not accepted on F-27A aircraft.
40. Accepted on speedpak equipment only.
41. Accepted on all-cargo aircraft or on Boeing stratocruiser combination aircraft only. Exception: One pet may be carried on DC-4 type aircraft provided advance arrangements have been made with the originating station.
42. Accepted on B-707 aircraft.
42a. Accepted on DC-8 aircraft.
42b. Accepted on Convair 880 aircraft.
42c. Accepted on Boeing 720 aircraft.
43. Flowers can be accepted in boxes up to the following lengths:
    DC-3 aircraft — Up to 60 inches
    Viscount aircraft — Up to 50 inches
    North Star aircraft — Up to 47 inches
46. Not accepted for carriage to points in Maryland, Massachusetts, New Jersey, Ohio.
47. Accepted on all equipment but only between the terminals New York and Bermuda, New York and Mexico City, New York and San Juan, Miami and San Juan and New Orleans and Mexico City.
48. Nutria must be shipped in galvanized metal containers with watertight bottoms. The bottoms may be removable and the sides and top may be made of one-half inch mesh.

RECOMMENDED PACKAGING SECTION

50. **Recommended** that fish be contained in a polyethylene bag with a minimum thickness of 0.004 of an inch tied and or sealed securely enough to prevent leakage. The bag to be contained with a double-walled, corrugated carton with a cap-type cover, insulated within a seamless double-walled, corrugated inner liner sufficiently waxed so as to contain any moisture resulting from condensation. The lined inner carton to be contained within a double-walled corrugated outer carton and securely sealed. Do not drop. Do not stack against or load with pointed or sharp object. Mark "HANDLE WITH CARE", "KEEP FROM FREEZING", "THIS SIDE UP" and indicate contents.
50a. **Recommended** that packaging shall be a basic outer case of double faced corrugated board, lines on all sides and top and bottom with adequate recognized insulation material; an inner carton of double faced corrugated board with inner face treated to provide a moisture proof barrier; pads of absorbent paper to be laid on the bottom of inner carton (for control of free liquid). Lobsters to be packed in alternate layers of seaweed together with a refrigerant (other than free or sea water ice) in puncture-proof containers with a supplementary source of moisture (wet paper pads or burlap placed on top). All flap edges to be tape sealed.
51. **Recommended** that rolls be completely wrapped not less than twice and ends protected by at least two thicknesses of single-faced corrugated paper having a basic weight (of facing) not less than fifty (50) pounds. The complete roll to be wrapped not less than twice with Kraft paper having a basis weight of not less than seventy five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents — do not use staples.
51a. **Recommended** that rolls be (1) completely wrapped in two thicknesses of heavy fibreboard, or (2) completely wrapped with single-faced corrugated paper having a basis weight (of facing) not less than fifty (50) pounds. In either case, ends of the rolls should be protected by fibreboard not less than 1/20 of an inch in thickness, and completely wrapped with Kraft paper having a basis weight of not less than seventy five pounds. Do not roll or drag on end. Glue or tape shipping documents — do not use staples.
52. **Recommended** that the container be securely closed and of such construction as to prevent leakage of the contents caused by changes of temperature, humidity and altitude during transportation. Friction seals shall be secured by some means such as solder, filament tape or mechanically, so as to prevent any seepage through the seal under at least 15 pounds per square inch internal gauge pressure. Shipment must be labelled "LIQUID THIS SIDE UP".

UMI

ALL CARGO FLIGHT SCHEDULES

The following all-cargo schedules are presented for the convenience of those shippers who have special problems requiring use of all-cargo aircraft. Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for combination schedules. (For Codes and Symbols, see Page G-45.)

AEROVIAS VENEZOLANAS (AVENSA)

618 ③	581 ✈	583 ✈	C-46 Read Down	Read Up	584 ✈	582 ✈	617 ④
1200	0500	0530	Lv MAIQUETIA (CARACAS)	Ar	1015	0920	1515
		0630	Ar BARCELONA				
		0645	Lv BARCELONA				
		0705	Ar CUMANA				
		0720	Lv CUMANA				
		0740	Ar PORLAMAR				
		0755	Lv PORLAMAR				
		0815	Lv CARUPANO	Lv	0830		
			VALERA	Lv			
			VALERA	Ar			
	0700		Ar MARACAIBO	Lv		0720	
			KINGSTON	Lv			1030
			KINGSTON	Ar			1000
1830			Ar MIAMI	Lv			0700

AEROLINEAS ARGENTINAS (ARG)

692 ① ③ ⑥	620 ② ⑤ ⑦	C-47 Read Down	Read Up	621 ① ③ ⑥	693 ① ③ ⑥
	0630	Lv BUENOS AIRES	Ar	0205	
	0850	Ar BAHIA BLANCA	Lv	2355	
	0905	Lv BAHIA BLANCA	Ar	2340	
	1150	Ar TRELEW	Lv	2120	
	1205	Lv TRELEW	Ar	2105	
	1335	Ar COMODORO RIVADAVIA	Lv	1945	
	1435	Lv COMODORO RIVADAVIA	Ar	1930	
	1545	Ar PUERTO DESEADO	Lv	1820	
	1600	Lv PUERTO DESEADO	Ar	1805	
	1705	Ar SAN JULIAN	Lv	1710	
	1725	Lv SAN JULIAN	Ar	1650	
	1755	Ar SANTA CRUZ	Lv	1620	
	1810	Lv SANTA CRUZ	Ar	1605	
	1900	Ar RIO GALLEGOS	Lv	1515	
0900		Lv RIO GALLEGOS	Ar		1415
1010		Ar RIO GRANDE	Lv		1355
1025		Lv RIO GRANDE	Ar		1350
1115		Ar USHUAIA	Lv		1200

AEROFLOT (AFL)

125 ✈	IL-12 Read Down	Read Up	126
0740	Lv MOSCOW, Vnukovo	Ar	
1020	Ar KIEV	Lv	
1110	Lv KIEV	Ar	
1240	Ar ODESSA	Lv	
1330	Lv ODESSA	Ar	
1400	Ar BUCHAREST, Baneasa	Lv	
1445	Lv BUCHAREST, Baneasa	Ar	
1600	Ar SOFIA, Vrajdebna	Lv	

AIR FRANCE (AF)

750 DC-4 ② ④ ⑤	896 DC-4 Ex. ① ⑦		897 DC-4 Ex. ① ⑦	751 DC-4 ② ④ ⑤
1120	0200	Lv PARIS, Orly Ar	0735	2330
	0335	Ar LONDON, Airport Central Lv	0600	
1310		Ar FRANKFURT, Rhein Main Lv		2130
1440		Lv FRANKFURT, Rhein Main Ar		2005
1620		Ar BERLIN, Tempelhoff Lv		1820

ARIANA AFGHAN AIRLINES

DC-4 Read Down	Read Up
Lv KABUL	Ar
Ar KANDAHAR	Lv

AIR JORDAN

212 ⑦	C-46 Read Down	Read Up	213 ⑦
0900	Lv AMMAN	Ar	1710
1100	Ar DAMASCUS	Lv	1710
1130	Lv DAMASCUS	Ar	1640
1110	Ar BEIRUT	Lv	1500

ALASKA AIRLINES (ASA)

101 #	DC-6C Read Down	Read Up	100 #
0900	Lv SEATTLE	Ar	0440
1250	Ar FAIRBANKS	Lv	2100
1625	Lv FAIRBANKS	Ar	2020
1745	Ar ANCHORAGE	Lv	1900

ALL NIPPON AIRWAYS

18 Ex①	DC-3 Read Down	Read Up	17 Ex①	67 Ex①
	Lv FUKUOKA			0550
	Ar OSAKA	Ar	0245	
0010	Lv OSAKA	Lv		0330
0200	Ar TOKYO			
	Lv TOKYO		0030	

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Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

AMERICAN AIRLINES (AA)

815	855	853 DC-6 # EX	803 DC-6A # EX	807 # EX	801 # EX	855 # EX	821 # EX	827 # EX	DC-7BF	822 # EX	816 # EX	802 # EX	824 # EX	806 # EX	810 # EX	824	856	814	818	808
6	5	7 1	7 1	7 1	6 7	5 6 7	7 1	6 7		6 7	6 5 7	6 7	5 6 7	7 1	6 7 1	5	7	6	6	1
2245					2215				Lv BOSTON.....Ar		1226					1611		2011		
					2301				Ar HARTFORD.....Lv											
					0005				Lv HARTFORD.....Ar											
									Ar NEW YORK (LGA)Lv											
		0130	0200						Lv NEW YORK (LGA)Ar					2246						
1200									Ar NEW YORK (EWR)Lv		1115					1500		1900		
0115	2255			0200		2255		2215	Lv NEW YORK (EWR)Ar		0959	1609	1507		1844	1344		1734	1359	1559
									Ar PHILADELPHIA..Lv					2205						
									Lv PHILADELPHIA..Ar					2108						
									Ar BALTIMORE.....Lv					2030						
									Lv BALTIMORE.....Ar					1829						
									Ar WASHINGTON....Lv			1500								
									Lv WASHINGTON....Ar			1340								
				0319					Ar BUFFALO.....Lv				1345							
				0430					Lv BUFFALO.....Ar				1247							
			0353						Ar CINCINNATI....Lv					1535						
			0450						Lv CINCINNATI....Ar					1429						
0238	0018				0137	0018			Ar DETROIT.....Lv		0650		1035			1035		1425		
0355	0130				0255	0130			Lv DETROIT.....Ar		0547		0927			0927		1322		
									Ar NASHVILLE.....Lv			0930								
									Lv NASHVILLE.....Ar			0834								
									Ar MEMPHIS.....Lv			0735								
									Lv MEMPHIS.....Ar			0645								
0513	0248	0355		0535		0248			Ar CHICAGO (MDW).Lv		0440		0820		1500	0820		1215	1015	1215
0635	0420			0710		0420			Lv CHICAGO (MDW).Ar		0325		0645		1413	0645	1713	1058	0900	
					0417			0031	Ar CHICAGO (ORD).Lv					1305						
					0540			0150	Lv CHICAGO (ORD).Ar					1051						
									Ar ST. LOUIS.....Lv					0930						
									Lv ST. LOUIS.....Ar					0840						
									Ar TULSA.....Lv											
									Lv TULSA.....Ar											
0858	0643		0725			0643			Ar DALLAS.....Lv			0500			1000		1300	0645		
1015	0830		0910				0400		Lv DALLAS.....Ar	0250		0334					1124	0500		
	0946								Ar SAN ANTONIO...Lv								1015			
	1130								Lv SAN ANTONIO...Ar								0845			
	1415								Ar MEXICO CITY...Lv								0600			
1415			1330	1200	1030		0800	0640	Ar LOS ANGELES...Lv	2100			2230	0005		2230		2310	0045	
1530				1300			0900	0740	Lv LOS ANGELES...Ar	1905								2140	2225	
1700				1430			1030	0910	Ar SAN FRANCISCO.Lv	1725	1855	2100						2000	2145	

ANSETT-AUSTRALIAN NATIONAL (ANA)

367 170	337 170	335 DC-4	331 170	353 170	357 170	351 170	347 170	345 DC-4	385 DC-4	388 DC-3	DC-3; DC-4 Bristol 170	387 DC-3	386 DC-4	346 DC-4	348 170	352 170	358 170	354 170	332 170	336 DC-4	338 170	368 170
① ② ③ ④ ⑤		② ③ ④ ⑤	① ⑦		⑦	② ③ ④ ⑤	② ③ ④ ⑤ ⑥	①	② ③ ④ ⑤ ⑥	② ③ ④ ⑤ ⑥	Read Down Read Up	① ② ③ ④ ⑤	① ② ③ ④ ⑤	①	② ③ ④ ⑤ ⑥	② ③ ④ ⑤	⑦	② ③ ④ ⑤ ⑥	① ⑦	② ③ ④ ⑤	✕	① ② ③ ④ ⑤
									0120	0040	Lv SYDNEY.....Ar	2250	2330									
									↓	0355	Ar BRISBANE....Lv	1930	↑									
									0400		Ar MELBOURNE...Lv		2100									
0515	1700	0915	0545	2045	1500	1300	0500	0500			Lv MELBOURNE...Ar			1030	1045	1845	2045	0230	1235	1540	2350	1120
↓	↓	↓	↓	2250	1705	1505	0705	0645			Ar LAUNCESTON..Lv			0845	0835	1635	1835	0020	↑	↑	↑	↑
0705	1935	1125	0820								Ar HOBART.....Lv								0950	1325	2105	
0805											Ar DEVONPORT...--											
0835											Lv DEVONPORT...--											0935
											Ar WYNYARD.....Lv											

AEROVIAS SUD AMERICANA, INC. (ASA)

125 C-46 1	101 DC-4 2	123 DC-4 2	301 C-46 3	101 DC-4 4	125 C-46 4	101 DC-4 5		102 DC-4 2	304 C-46 3	121 DC-4 3	302 C-46 3	132 C-46 4	102 DC-4 4	102 DC-4 5	502 C-46 6
1 15	0515	2345		0315	1545	0315	Lv TAMPA-ST. PETERSBURG*.Ar	1900		2145		1400	1900	1900	1900
2000		0100			2000		Ar MIAMI.....Lv			2030					
2200		0300			2200		Lv MIAMI.....Ar			1900					
	0445			0445		0845	Ar GUATEMALA.....Lv								1330
	1015			1015		1015	Lv GUATEMALA.....Ar								1200
	1100			1100		1100	Ar SALVADOR.....Lv	1300					1330	1330	1115
							Lv SALVADOR.....Ar								1600
							Ar GUATEMALA.....Lv								
							Lv GUATEMALA.....Ar								
2		3			5										
0500		0900			0500		Ar PANAMA.....Lv			1300		0700			0600
0700			1100		0700		Lv PANAMA.....Ar		0400		1900				0400
1030					1030		Ar QUITO.....Lv								
1200					1200		Lv QUITO.....Ar								
1315					1315		Ar GUAYAQUIL....Lv		0001						0001
							Lv GUAYAQUIL....Ar								
			1400				Ar BOGOTA.....Lv				1600				

*Tampa - St. Petersburg served through St. Petersburg-Clearwater International Airport.

AVIATECA (GU)

① ③ ⑤	③ ⑥	Read Down	Read Up	② ⑤	① ③ ⑤
0830		Lv NEW ORLEANS.....Ar			1400
↓	0800	Lv MIAMI.....Ar		1400	↑
1400	1300	Ar GUATEMALA.....Lv		0800	0830

BRANIFF AIRWAYS (BN)

851 A ② ③ ④ ⑤ ⑥	C-46 Read Down	Read Up	850 B ① ② ③ ④ ⑤
0400	Lv CHICAGO (MDW).....Ar		0159
0605	Ar KANSAS CITY.....Lv		2359
0635	Lv KANSAS CITY.....Ar		2330
0748	Ar WICHITA.....Lv		2220
0820	Lv WICHITA.....Ar		2155
f	-- OKLAHOMA CITY.....--		
1021	Ar DALLAS.....Lv		2000

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BRITISH EUROPEAN AIRWAYS (BEA)

02 L 2 3 4 5 6	02 L 7	16 V 2 3 4 5 6 7	36 Y 5	21 Y # Ex. 1	06 L 3 5 7	06 Y 6	08 V 3 4 6	V = Viscount Y = York Freighter L = Leopard Freighter	09 V 3 4 6	07 L 1 4 6	31 Y 6/7	22 Y # Ex. 1	37 Y 2 7 5	15 V 2 3 5 6	4 7	03 L 2 4 5 6	3	03 L 7
0001	0030	0105	0205	0100	0330	0330	0045	Lv LONDON.....Ar	1215	1700	1240	0640	0705	0755		0525		0555
				0230				Ar PARIS.....Lv			7	0510						
						1315‡	0515	Ar MILAN.....Lv	0745		0810							
					0950	0845		Ar ROME.....Lv		1010	1130							
0155	0225							Ar AMSTERDAM.....Lv			6					0330		0400
			0330					Ar BRUSSELS.....Lv					0540					
		0335						Ar COPENHAGEN.....Lv						0520				

‡Via Rome and Flight NO BEF 31

27 D 5	29 Y 6	29 D 3 4 7	25 D 5	D = DC-3 Y = York Freighter	26 D 5	28 D 5	30 D 3 4 7	30 Y
0130	0130	0130	0405	Lv LONDON.....Ar	1155	0805	1145	1010
0405	0330	0405		Ar DUSSELDORF.....Lv		0535		
	0500	0535		Lv DUSSELDORF.....Ar				
	0600	0650	0705	Ar FRANKFURT.....Lv	0835		0820	0730

BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI) QANTAS EMPIRE (EM)

BA 776 C 3	BA/ EM* 778 SC 5	BA 978 C 7	EM** 978 SC 2	AI 162 DC-6A 6	SC - Super Constellation C - 749 Constellation	AI 163 DC-6A 7	EM** 979 SC 7	BA 979 C 3	BA/ EM* 779 SC 2	BA 777 SC 7
2200	2230	0600		0600	Lv LONDON.....Ar	1930		2220	1800	2015
	6	0735			Ar DUSSELDORF.....Lv			2035		
2359	0040			1610	Ar FRANKFURT.....Lv					1805
				1145	Ar ROME.....Lv	1515				
	0320	1030			Ar GENEVA.....Lv					
4					Ar ZURICH.....Lv			1745	1530	
1000		2040		1950	Ar BEIRUT.....Lv	0845		0915		0915
		1		7		2		4		1
1750		0430		0310	Ar BAHRAIN.....Lv	0510		0505		0505
	1420				Ar DAMASCUS.....Lv				0900	
	7								4	
	0120				Ar KARACHI.....Lv				0115	
5										
0405		1445			Ar DELHI.....Lv	2210		2130	1930	2130
						1				
	0905				Ar CALCUTTA.....Lv	0700			1510	
						7				
				1125	Ar BOMBAY.....Lv	1225				
		2320			Ar RANGOON.....Lv			1400		
1420	1550				Ar BANGKOK.....Lv				1140	1320
		2						3		
		0915			Ar HONGKONG.....Lv			0900		
			1415		Lv HONGKONG.....Ar		1600			
			1620		Ar MANILA.....Lv					
										7
2010	2135				Ar SINGAPORE.....Lv				0730	0830
	1								3	
	0205				Ar DJAKARTA.....Lv				0300	
			3				1			
	1215		0330		Ar DARWIN.....Lv		0530		2115	
							7		2	
	2115		1245		Ar SYDNEY.....Lv		2100		1245	

*This flight operated jointly by BOAC and QEA.
**This aircraft not fitted with cargo doors.

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

COMPANIA MEXICANA DE AVIACION, S.A.

6	3	215C 2 5	611C C-82 2 5	621C 4	631C 7	631C 7	C-47 Read Down	Read Up	630C 1	630C 1	630C 6	610C C-82 2	200C 2	6	C-82 5	3 5
0700	0700	0730	0700	0700		0700	Lv MEXICO, D.F.	Ar	1435		1305	1645	1855	1535	1600	1855
0840	0840	↓	0830	0840		0840	Ar VERACRUZ	Lv	1250		1120	1515	1715	↑	↑	1715
0930	0930		0930	0930		0930	Lv VERACRUZ	Ar	1220		1050	1445	1645			1645
1030	1030		↓	1030		1030	Ar MINATITLAN	Lv	↑		↑	↑	↑			↑
1100	1100			1100		1100	Lv MINATITLAN	Ar								
↓	↓	0910		↓		↓	Ar OAXACA	Lv								
		0935					Lv OAXACA	Ar								
		1025					Ar IXTEPEC	Lv								
		1045					Lv IXTEPEC	Ar								
	1200	1145					Ar TUXTLA GUTIERREZ	Lv								
	1230	1210					Lv TUXTLA GUTIERREZ	Ar								
1145			1055	1145		1145	Ar VILLAHERMOSA	Lv						1230		
			1125	1215		1215	Lv VILLAHERMOSA	Ar						↑		
							Ar TAPACHULA	Lv					1415			1415
	1330	1310	1210	1300		1300	Ar C. DEL CARMEN	Lv	1030		0900	1300			1300	↑
					1450		Ar CAMPECHE	Lv		0815						
					1505		Ar CHETUMAL	Lv		0700						

	420C 3 4	920C C82 4	920C 2	930C 6	410C 4	C-47 Read Down	Read Up	421C 3 4	411C 4	931C 1	921C 3	921C 4	921C C82 5
		0700	0700	0700		Lv MEXICO, D.F.	Ar			1400		2100	1400
		0900	0920	0900		Ar GUADALAJARA	Lv			1200		1900	1200
	1430	0930	1000	0930	0700	Lv GUADALAJARA	Ar	1835	1215	1130	1145		1130
	1520	↓	↓	↓	0750	Ar MASCOTA	Lv	1745	1125	↑	↑		↑
	1530				0810	Lv MASCOTA	Ar	1735	1105				
	1550				0830	Ar TALPA	Lv	1715	1045				
	1600				0850	Lv TALPA	Ar	1705	1025				
	1625				0915	Ar PUERTO VALLARTA	Lv	1640	1000				
		1010	1055	1010		Ar MAZATLAN	Lv			0850	0900		0850
		1040	1120	1040		Lv MAZATLAN	Ar			0820	0835		0820
		1345	1430	1345		Ar HERMOSILLO	Lv			0530	0530		0530
		1415	1455			Lv HERMOSILLO	Ar				2325		2120
		1620	1715			Ar MEXICALI	Lv				2100		↑
		1705	1740			Lv MEXICALI	Ar				2015		
		1750	1820			Ar TIJUANA	Lv				1930		1900

CIVIL AIR TRANSPORT (CAT)

48 DC-4 5	24 DC-6B 4	4 DC-6B 4	44 DC-4 3	8 DC-6B 2	2 DC-6B 2	42 DC-4 1	26 DC-6B 7	6 DC-6B 7		21 DC-6B 1	1 DC-6B 1	7 DC-6B 2	43 DC-4 2	3 DC-6B 4	45 DC-4 4	47 DC-4 5	25 DC-6B 6	5 DC-6B 7
		1615			0030				Lv BANGKOK		2250			1510				
		2255			0710				Ar HONG KONG		2010			1230				
		0900			0900			1230	Lv HONG KONG		1910			1125				1125
									Ar MANILA									
1400				1530					Lv MANILA			1435				1200		
1900		1115		1950	1115			1445	Ar TAIPEI		1645	1215		0900		0900		0900
	1215		0900			0900	1545		Lv TAIPEI	1545			0745		0745		2250	
	1400					1105	1730		Ar OKINAWA	1355			0530		0530			
	1445					1200	1815		Lv OKINAWA	1320			0445		0445			
	1825		1530			1655	2155		Ar TOKYO	0900			2330		2330		1700	
	0800		1100			1100			Lv TOKYO				2030		2030		1600	
	1220		1600			1600			Ar SEOUL				1700		1700		1315	

DELTA AIR LINES (DL)

23X Ⓐ	25X 6 7	29X 6 7	C-46		20X Ⓑ	22X 6 7	26X 6 7
		2345	Lv NEWARK	Ar		1115	
		0030	Ar PHILADELPHIA	Lv		1035	
		0120	Lv PHILADELPHIA	Ar		1005	
		0309	Ar CHARLOTTE	Lv			
		0349	Lv CHARLOTTE	Ar			
	2315		Lv CHICAGO	Ar			0820
0001			Lv DETROIT	Ar	2230		
0121			Ar CINCINNATI	Lv			
0200			Lv CINCINNATI	Ar			
	0105		Ar MEMPHIS	Lv			0440
	0145		Lv MEMPHIS	Ar			0400
0413	0429	0517	Ar ATLANTA	Lv	1910	0532	0258
0513	0610	0700	Lv ATLANTA	Ar	1436	0432	0133
	0819		Ar ORLANDO	Lv			2313
	0859		Lv ORLANDO	Ar			2213
		0828	Ar NEW ORLEANS	Lv		0120	
		0928	Lv NEW ORLEANS	Ar		0020	
		1118	Ar HOUSTON	Lv		2241	
		1158	Lv HOUSTON	Ar		2201	
	1021		Ar MIAMI	Lv			2100
0821		1323	Ar DALLAS	Lv	1000	2030	

Ⓐ # Ex. 7 1 8 DTW-ATL, # Ex. 7 1 ATL-DAL
Ⓑ # Ex. 6 7 DAL-ATL, # Ex. 6 7 2 ATL-DTW

COMPAÑIA DOMINICANA DE AVIACION, C. POR A.(CDA)

400 DC-4 1 5	402 C-46 4	601 DC-3 4 6	603 C-46 #	C-46 Read Down	Read Up	399 DC-4 2 6	401 C-46 4	600 DC-3 4 6	602 C-46 #
0915	0500	1000	0600	Lv C.TRUJILLO,D.R.	Ar	1300	1700	1330	1330
1315	0900	↓	↓	Ar MIAMI	Lv	0900	1300	↑	↑
		1230	0830	Ar SAN JUAN, P.R.	Lv			1300	1300

COMPANIA CUBANA DE AVIACION (CU)

461	C-46 Read Down	Read Up	460
0930	Lv MIAMI, International	Ar	0745
1045	Ar HAVANA, Jose Marti..	Lv	0630

UMI

EASTERN AIR LINES, INC. (EA)

4X # Ex. 6 7	5X # Ex. 7 1	3X # Ex. 6 7	1X # Ex. 7 1	L-1049C	2X # Ex. 6 7	4X # Ex. 7 6	6X # Ex. 7 6	3X # Ex. 6 7
				Lv NEW YORK (IDL)				
				Ar				
		2345	0230	Lv NEWARK....Ar	0727	0530		
	0230	|	|	Lv CHICAGO (MDW)	|	|		
	|	|	|	Ar	|	|	2330	
	0455	|	0443	Ar ATLANTA....Lv	0330	|	2100	
	0630	|	0600	Lv ATLANTA....Ar	0226	|	1957	
	|	|	|	Ar MOBILE.....Lv	2359	|	|	
	|	|	|	Lv MOBILE.....Ar	2302	|	|	
	|	|	|	Ar NEW ORLEANS	|	|	|	
	|	|	0650	Lv	2220	|	|	
	|	|	|	Lv NEW ORLEANS	|	|	|	
	|	|	0750	Ar	2122	|	|	
	|	|	0912	Ar HOUSTON....Lv	2000	|	|	
	0855	|	|	Ar MIAMI.....Lv	|	|	1730	
1700	|	|	|	Lv MIAMI.....Ar	|	|	|	1015
1945	|	0520	|	Ar SAN JUAN...Lv	|	2345	|	0730

FLYING TIGER LINE (FT)

182 #Ex. ⑦	282 #Ex. ⑦	382 #Ex. 6 ⑦	382 ⑥	582 #Ex. ⑦ ①	L-1049H	181 #Ex. ⑦	281 #Ex. ⑦	283 #Ex. ⑦	581 #Ex. ⑦
		1830			Lv SEATTLE.....Ar		1550		
		1950			Ar PORTLAND.....Lv		|		
		2050			Lv PORTLAND.....Ar		|		
		2330			Ar SAN FRANCISCO/OAK.....Lv		1400		
	2000	0045	2300		Lv SAN FRANCISCO/OAK.....Ar		0930	1530	
T1700	T1700	|	|		Lv SAN DIEGO.....Ar	T0800	|	T0800	
2300	2130	|	|		Ar LOS ANGELES (BUR).....Lv	|	|	1400	
	2300	|	|		Lv LOS ANGELES (BUR).....Ar	0625	|	1035	
		|	0625		Ar MINNEAPOLIS/STP.....Lv	|	|	|	
		|	0655		Lv MINNEAPOLIS/STP.....Ar	|	|	|	
0735		0850	0840		Ar CHICAGO.....Lv	|	0405	|	
2235		1030	1040		Lv CHICAGO.....Ar	|	0250	|	
T1130		T1130	T1130		Ar MILWAUKEE.....Lv	|	T2200	|	
T0800		T0800	T0800		Ar SOUTH BEND.....Lv	|	T1800	|	
T0700		T0700	T0700		Ar GRAND RAPIDS.....Lv	|	T1700	|	
		1135	1145		Ar DETROIT.....Lv	0020	0130	0430	
		1235	1230	1355	Lv DETROIT.....Ar	2350	0015	0200	0230
		T0700	T0700	T0700	Ar TOLEDO.....Lv	T1900	T1900	T1900	T1900
0100		|	|	1535	Ar CLEVELAND.....Lv	|	|	0215	|
|		|	|	1635	Lv CLEVELAND.....Ar	|	|	|	|
|		|	|	T0800	Ar AKRON.....Lv	|	|	T1830	|
|		|	|	T0800	Ar BUFFALO.....Lv	|	|	T1600	|
|		1520	1515	|	Ar BINGHAMTON.....Lv	|	|	|	|
|		1620	1625	|	Lv BINGHAMTON.....Ar	|	|	|	|
|		T0800	T0800	|	Ar ROCHESTER.....Lv	|	|	|	|
|	1020	1715	1720	|	Ar NEW YORK (EWR).....Lv	2230	2300	|	0110
|	|	|	0300	|	Lv NEW YORK (EWR).....Ar	|	|	|	2355
|	1205	T0730	T0730	|	Ar NEW YORK (IDL).....Lv	T1900	T1900	|	T1900
|	T1500	T0200	T0200	|	Ar PHILADELPHIA.....Lv	|	T1900	|	T2130
|	T0800	T0800	T0800	|	Ar ALBANY.....Lv	T2000	T2000	|	T2000
|	|	|	|	HARTFORD/SPRINGFIELD.....Lv	|	|	|	2300
|	|	|	|	HARTFORD/SPRINGFIELD.....Ar	|	|	|	2145
|	|	|	0530	1900 Ar BOSTON.....Lv	|	|	|	2100
|	|	|	T0930	T0930 Ar PROVIDENCE	|	|	|	T1700

T - Expedited Motor Connections.

HUNTING-CLAN AIR TRANSPORT (HCA)

553 ⑦	555 ⑦	551 ⑦	557 ⑦	DC-6C Read Down Read Up	558 ④	552 ④	556 ④	554 ③
0230	0230	0230	0230	Lv LONDON.....Ar	0320	2250	0040	1155
0540	0540	0440	0540	Ar FRANKFURT.....Lv	0210	2140	2330	1045
0655	0655	0555	0655	Lv FRANKFURT.....Ar	0055	2025	2215	0930
1110	1110	1010	1110	Ar MALTA.....Lv	2025	1555	1745	0500
1225	1225	1125	1225	Lv MALTA.....Ar	1910	1440	1630	0345
2015	2015	1915	2015	Ar KHARTOUM.....Lv	1250	0820	1010	2125
2130	2130	2030	2130	Lv KHARTOUM.....Ar	1135	0705	0855	2010
↓	↓	↓	↓	ENTEBBE.....Lv	↑	↑	0545	1700
|	|	|	|	ENTEBBE.....Ar	|	|	0430	1545
0305	0305	0205	0305	Ar NAIROBI.....Lv	0800	0330	0301	1415
0500	0500	0400	0500	Lv NAIROBI.....Ar	0555	0125	0055	1210
0840	0840	0740	0840	Ar SALISBURY.....Lv	0015	1945	1915	0630
|	|	0855	0630	Lv SALISBURY.....Ar	2300	1830	|	|
|	|	1125	0900	Ar JOHANNESBURG.....Lv	2030	1600	|	|

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INDIAN AIRLINES (IAC)

Douglas Freighter / Read Down	311	313	315	317	319	321	323	331	333	335	337	339	341	343	345	347	349	351	353	355	357	359	361	381	381	391 ⑤	376
CALCUTTA, Dum Dum...Lv	0400	0430	0500	0910	0945	1020	1400	0410	0415	0430	0445	0800	0815	0845	0930	1000	1030	1100	1200	1230	1300	1315	1345	0700	0350	0400	
GAUHATI, Kahikuchi...Ar	0605	0635	0705	1115	1150	1225	1605																			0505	
GAUHATI, Kahikuchi...Lv																										0635	0800
AGARTALA, Singerbhil..Ar								0530	0535	0550	0650	0920	0935	1005	1050	1120	1150	1220	1320	1350	1420	1435	1505				0905
BAGDOGRA.....Ar																								0855	0545	0825	
MOHANBARI, Mcpl...Ar																											

RETURN / Read Down	318	316	314	312	324	322	320	332	334	336	338	344	340	342	346	350	352	354	348	356	358	360	362	364	366	382	382	392 ⑤	375
MOHANBARI, Mcpl...Lv																												0855	
BAGDORA.....Lv																										0615	0925		
AGARTALA, Singerbhil..Lv								0550	0620	0725	0755	1025	1110	1120	1140	1210	1240	1340	1420	1555	1615	1620	1700	1710	1720			1035	0620
GAUHATI, Kahikuchi...Ar																												1105	0725
GAUHATI, Kahikuchi..Lv	1145	0735	0705	0635	1630	1255	1220																						
CALCUTTA, Dum Dum..Ar	1350	0940	0910	0840	1835	1500	1425	0710	0740	0845	0915	1145	1230	1240	1300	1330	1400	1500	1540	1715	1735	1740	1820	1830	1840	0810	1120	1310	

Douglas Freighter / Read Down	365	363	325 ⑦②③⑤	327 ①③④⑥	329 ①④⑥	373	373	373 ⑦③④	393
CALCUTTA.....Lv	1530	1430	0800	0800	1210	0845	0800	0845	0800
AGARTALA.....Ar	1650	1550							
KAILASHAHAR.....Ar			0945						
KAMALPUR.....Ar				0935					
KHOWAI.....Ar					1335				
SILCHAR.....Ar						1050	1005	1050	
SILCHAR.....Lv								1110	
IMPHAL.....Ar								1150	
RUPSI									0945

RETURN / Read Down	394	373 ⑦③④	374	374 ①②⑤⑥	330 ①④⑥	328 ①③④⑥	326 ⑦②③⑤
RUPSI.....Lv	1015						
IMPHAL.....Lv		1210					
SILCHAR.....Ar		1250					
SILCHAR.....Lv		1310	1035	1120			
KHOWAI.....Lv					1400		
KAMALPUR.....Lv						1005	
KAILASHAHAR.....Lv							1015
AGARTALA.....Lv							
CALCUTTA.....Ar	1200	1515	1240	1325	1525	1140	1200

IRANIAN AIRWAYS (IRA)

267 ③	287 ⑦	DC-4	266 ①	286 ④
1000	1000	Lv TEHERAN.....Ar	0900	0900
1600	1600	Ar ISTANBUL.....Lv		
1630	1630	Lv ISTANBUL.....Ar		
		Ar ANKARA.....Lv	0200	0200
		Lv ANKARA.....Ar	0100	0100
2200		Ar ZURICH.....Lv	1600	
2300		Lv ZURICH.....Ar	1500	
	f	MILAN		f
2400	2300	Ar FRANKFURT.....Lv	1400	1500

IRISH INTERNATIONAL AIRLINES (ALT)

810 ③	822 ①②④⑤	830 ⑤	860 ③	852 ①④	850 ③	840 ④	800 ①③⑦	870 ⑤	DC-3	801 ①②④	803 ⑥	841 ④	853 ①④	861 ③	863 ③	831 ⑤	823 ②③⑤⑥	811 ③
1600	2320	1200	1200	1255	1200	1825	2050	2145	Lv DUBLIN.....Ar	0545	0645	2305	1730	1335	1730	1620	0400	1945
								2250	Ar SHANNON.....Lv									
1705								2350	Lv SHANNON.....Ar									1835
	0035								Ar LIVERPOOL...Lv								0240	
		1325							Ar MANCHESTER..Lv							1500		
			1055						Ar GLASGOW.....Lv					1200	1555			
				1430	1335				Ar CARDIFF.....Lv									
						2000			Ar BRISTOL.....Lv				1550					
									Ar BIRMINGHAM..Lv			2130						
							2300	0230	Ar LONDON.....Lv	0330	0430							

INI & CIA. S.A. (INI)

V180 ③	Read Down / Read Up	V181 ⑥
0600	Lv BUENOS AIRES.....Ar	1350
0910	Ar SANTIAGO.....Lv	0835
1020	Lv SANTIAGO.....Ar	0725
1415	Ar ANTOFAGASTA.....Lv	0330
1500	Lv ANTOFAGASTA.....Ar	0245
1920	Ar LIMA.....Lv	2025
2040	Lv LIMA.....Ar	1905
0100	Ar GUAYAQUIL.....Lv	1445
0200	Lv GUAYAQUIL.....Ar	1345
0620	Ar PANAMA.....Lv	0925
0730	Lv PANAMA.....Ar	0815
1345	Ar MIAMI.....Lv	0200

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KLM ROYAL DUTCH AIRLINES (KL)

SR 705 ♦ ② ③④ 5⑥	KL5 ♦ ② ③④ 5⑥	KL41 ♦ ② ③④ 5⑥	SN 103 ♦ ② ③④ 5⑥	KL9 ♦ ④5	KL7 ♦ ①	KL3 ♦ ② ③④ 5⑥	KL1 ♦ ② ③④ 5⑥	KL64 ♦ ⑦	KL62 * ②5	*Super Constellation ♦-DC-6A ♦-DC-3 Read Down — Read Up	KL61 ♦ ③	KL63 * ⑤	KL65 * ①	KL2 ♦ ② ③④ 5⑥	KL2 ♦ ① ②③ 45	KL8 ♦ ④ 5⑥	KL4 ♦ ② ③④ 5⑥	SN 104 ♦ ② ③④ 5⑥	KL42 ♦ ② ③④ 5⑥	KL6 ♦ ② ③④ 5⑥	SR 704 ♦ ② ③④ 5⑥
								1130	2330	Lv NEW YORK....Ar	16▲50	16▲15	09▲45								
								①	↓	-- MONTREAL....Lv	15▲00	14▲30	08▲00								
										-- MONTREAL....Ar	14▲00	13▲30	07▲00								
													⑦								
								0555	1745	Ar GLASGOW....Lv	03▲45	03▲45	21▲15								
								0655	1845	Lv GLASGOW....Ar	0215	0215	1945								
								1000	2145	Ar AMSTERDAM....Lv	0100	0100	1830								
0340	0350	1440	0345	2030	1730	1600	0415			Lv AMSTERDAM....Ar				0315	0235	1120	2120	0250	2105	0245	0300
↓	↓	↓	↓	2130	1830	1700	0515			Ar LONDON (North)...Lv				D025	2345	0830	1830		↑	↑	↑
		1645	0445							Ar BRUSSELS....Lv								0145	1900	①	
										Ar PARIS (ORLY)....Lv				APR.	FROM	21				②③	
														11-18	APR.					④⑤	
	0635									Ar COPENHAGEN....Lv										2350	
0610										Ar BASLE....Lv											0020
↓																					①
																					②③
																					④⑤
0640										Lv BASLE....Ar											2350
0715										Ar ZURICH....Lv											2310

NOTE: Add one hour to GLASGOW and LONDON after April 18, to MONTREAL and NEW YORK after April 25.
▲ - No local traffic.

LANICA AIRLINES (NI)

401 C-46 2	403 C-46 6	411 DC-4 1-5	DC-4 Read Down — Read Up	410 DC-4 2-6	402 C-46 1	404 C-46 5
0500	0500	0700	Lv MIAMI....Ar	1920	1130	1130
0915	0915	1000	Ar MANAGUA....Lv	1320	0500	0500

LINEAS AEREAS COSTARRICENSES (LACSA)

615 ④	615 ② 5⑥	C-46 Read Down — Read Up	616 ①③ 5	616 ④
0700	0600	Lv MIAMI....Ar	1400	2030
0810	↓	Ar HAVANA....Lv	↑	↑
0845	0810	Lv HAVANA....Ar		
↓	0900	Ar GRAND CAYMAN....Lv		
1230	1130	Lv GRAND CAYMAN....Ar		
		Ar SAN JOSE, C.R....Lv	0700	1330

LINJEFLYG (AB)

DC-3; L-Lockheed Lodestar Read Down	074 DC-3 ✕ Ex 6	074 DC-3 6	080 L ✕ Ex 6	080 L 6	065 DC-3 ✕ Ex 6 ⑦	065 DC-3 6	065 DC-3 ⑦	069 DC-3 ✕ Ex 6	069 DC-3 6	047 L ✕ Ex 6 ⑦	047 L 6	047 L ⑦	043 DC-3 ✕ Ex 6 ⑦	043 DC-3 6	043 DC-3 ⑦	045 DC-3 ✕ Ex 6 ⑦	045 DC-3 6	045 DC-3 ⑦	061 DC-3 ✕ Ex 6	061 DC-3 6
STOCKHOLM....Lv	1135	0940	1150	1000	1150	0950	1135	1140	0920	1100	0900	1045	1120	0930	1100	1200	0940	1145	1130	0945
SUNDSVALL/HARNOSAND....Ar	1310	1115	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
NORDMALING....Ar			1335	1145																
JONKOPING....Ar					1310	1110	1255													
VAXJO....Ar								1310	1050											
VAXJO....Lv								1330	1110											
RONNEBY....Ar								1405	1145											
RINKABY....Ar										1220	1020	1205								
RINKABY....Lv										1235	1035	1220								
MALMO....Ar										1300	1100	1245								
LIDKOPING....Ar													1250	1100	1230					
LIDKOPING....Lv													1320	1120	1250					
GOTHENBURG....Ar													1350	1150	1320	1310	1050	1255		
KARLSTAD....Ar																			1230	1045
HULTSFRED....Ar																				

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LUFTHANSA GERMAN AIRLINES

LH041 # Ex. ⑦③	U.S.A.-Europe Super Constellation	LH040 # Ex. ①②
2200	Lv NEW YORK.....Ar	1130
1600	Ar FRANKFURT....Lv	0001

LH030 Viking ⑤	LH032 Viking # Ex.⑦	BEF26 DC-3 ⑤	BEF30 DC-3 ③④ ⑦	BEF30 York ⑦	BEF28 DC-3 ⑤	England	BEF27 DC-3 ⑤	BEF29 York ⑥	BEF29 DC-3 ③④ ⑦	BEF25 DC-3 ⑤	LH033 Viking #Ex. ①	LH033 Viking ⑤	LH031 Viking ⑥
2300	2245	0835	0820	0730		Lv FRANKFURT...Ar		0600	0650	0705	0750	0830	0725
	2350					Ar DUSSELDORF..Lv		0500	0535		0650	0730	
	0030				0535	Lv DUSSELDORF..Ar	0405	0330	0405		0615	0655	
0145	0240	1155	1145	1010	0805	Ar LONDON.....Lv	0130	0130	0130	0405	0405	0445	0445

LH020 Viking #Ex. ⑦	LH024 Viking #Ex. ⑦	LH022 Viking #Ex. ⑦	LH032 Viking #Ex. ⑦	Intra Germany Service	BEF29 York ⑥	BEF29 DC-3 ③④ ⑦	LH033 Viking #Ex. ①⑤	LH033 Viking ⑤	LH023 Viking #Ex. ①
1700				Lv HAMBURG.....Ar					0100
1745				Ar BREMEN.....Lv					
1820				Lv BREMEN.....Ar					
1855				Ar HANOVER.....Lv					
1935				Lv HANOVER.....Ar					
2055				Ar FRANKFURT....Lv					
	1535	1715	2245	Lv FRANKFURT....Ar	0600	0650	0750	0830	2310
		1810		Ar COLOGNE/BONN.Lv					
		1845		Lv COLOGNE/BONN.Ar					
		1915	2350	Ar DUSSELDORF...Lv	0500	0535	0650	0730	
		1955		Lv DUSSELDORF...Ar					
	1630			Ar STUTTGART....Lv					
	1705			Lv STUTTGART....Ar					
	1810			Ar MUNICH.....Lv					
	1840			Lv MUNICH.....Ar					
	1935			Ar NUREMBERG....Lv					
	2005			Lv NUREMBERG....Ar					
	2105	2100		Ar FRANKFURT....Lv					

LINEA AEROPOSTAL VENEZOLANA (LV)

262	C-46		263
	Read Down	Read Up	
0600	Lv CARACAS, Maiquetia Ar		1500
	Ar KINGSTON, Palisadoes Lv		x1115
	Lv Kingston, Palisadoes Ar		x1015
1300	Ar MIAMI, International Lv		0700

MALAYAN AIRWAYS (MAL)

122	106	DC-3		119
		Read Down	Read Up	
0425	0455	Lv SINGAPORE..... Ar		0330
0600		Ar KUALA LUMPUR.....Lv		0200
	0700	Ar IPOH.....--		
	0730	Lv IPOH.....--		
	0810	Ar PENANG.....--		

MARITIME CENTRAL AIRWAYS (MAR)

25 ④	DC-3 C-46 DC-4	
1000	Lv MONCTON.....	
	Ar STEPHENVILLE.....	
	Lv STEPHENVILLE.....	
1330	Ar GOOSE BAY.....	

MACROBERTSON MILLER AIRLINES (MMA)

780 ALT ④	782 ALT ④	784 ALT ⑥	DC-3		785 ⑥
			Read Down	Read Up	
0500	0500	0500	Lv PERTH	Ar	2345
0645	0645		Ar GERALDTON	Lv	
0705	0705		Lv GERALDTON	Ar	
0900	0900		Ar CARNARVON	Lv	
0920	0920		Lv CARNARVON	Ar	
			MORAWA	Lv	
			YALGOO	Lv	
			YALGOO	Ar	
		0715	Ar MT. MAGNET	Lv	
		0735	Lv MT. MAGNET	Ar	
			WILUNA	Lv	
		0825	Ar MEEKATHARRA	Lv	
		0845	Lv MEEKATHARRA	Ar	
		1050	Ar WITTENOON	Lv	
		1120	Lv WITTENOON	Ar	
1125	1125		Ar ONSLOW	Lv	
1200			Lv ONSLOW	Ar	
1300	1250		Ar ROEBOURNE	Lv	
1350	1340	1220	Ar PT. HEDLAND.....	Lv	
1420	1410	1240	Lv PT. HEDLAND	Ar	
1450	1450		Lv DE GREY	Lv	
1500	1450		Lv PARDOO	Lv	
1550	1540		Lv WALLAL	--	
1610	1600		Lv MANDORA	--	
		1415	Lv ANNA PLAINS	--	
1720	1710	1510	Lv BROOME	--	
1815	1805	1605	Ar DERBY	Lv	0700

MIDDLE EAST AIRLINES (MEA)

720 ③	616 ③	618 ⑤	770 ⑥	774 ⑦	DC-4		771 ⑥	775 ⑦	615 ①	721 ③	617 ③
					Read Down	Read Up					
	0400	0400			Lv LONDON...Ar				0945		0945
	0920	0920			Ar ROME.....Lv				0400		0400
	1020	1020			Lv ROME.....Ar				0300		0300
	1510	1510			Ar ATHENS...Lv				2		4
	1610	1610			Lv ATHENS...Ar						
	2000	2000			Ar BEIRUT...Lv				2100		2100
0200			0200	0001	Lv BEIRUT...Ar		1145	1530		1330	
					Ar BAGHDAD..Lv					1130	
					BAGHDAD..Ar					1030	
0715			0715		Ar KUWAIT...Lv		0830			0830	
				0830	Ar DHAHRAN..Lv						
				0930	Lv DHAHRAN..Ar						
				0915	Ar DOHA.....Lv						
				1015	Lv DOHA.....Ar						
				1100	Ar BAHRAIN..Lv			1200			

NATIONAL AIRLINES, INC.

98 # EX ⑥⑦	1049-H CONSTELLATION STAR AIRFREIGHTER	99 # EX ⑦①
1900	Lv MIAMI.....Ar	0800
1955	Ar ORLANDO.....Lv	
2040	Lv ORLANDO.....Ar	
0045	Ar PHILADELPHIA.....Lv	
0130	Lv PHILADELPHIA.....Ar	
0206	Ar NEW YORK (IDL)...Lv	0440

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

NORTHWEST AIRLINES (NW)

525 DC-4 #Ex. 7 1	527 DC-6B #Ex. 6	529 DC-4 #Ex. 1	DC-6B DC-4	530 DC-4 #Ex. 7	528 DC-6B #Ex. 6	526 DC-4 #Ex. 6 7
1015	2330	0130	Lv NEW YORK (IDL....Ar	1654	1845	0630
1213	0050	0328	Ar DETROIT (DTW)....Lv	|	1530	0245
1300	0115	0430	Lv DETROIT.....Ar	|	1505	0132
|	|	0600	Ar CHICAGO (MDW)....Lv	1220	|	|
|	|	0730	Lv CHICAGO.....Ar	1120	|	|
1430	0230	|	Ar MILWAUKEE.....Lv	|	1400	0010
1515	0310	|	Lv MILWAUKEE.....Ar	|	1335	2309
|	|	|	Ar MADISON.....Lv	|	1305	|
|	|	|	Lv MADISON.....Ar	|	1250	|
1703	0439	0934	Ar MINNEAPOLIS.....Lv	0930	1145	2130
|	|	1125	Lv MINNEAPOLIS.....Ar	0804	|	|
|	|	1450	Ar SPOKANE.....Lv	|	|	|
|	|	1520	Lv SPOKANE.....Ar	|	|	|
|	|	|	Ar PORTLAND.....Lv	2215	|	|
|	|	|	|	2130	|	|
|	|	1655	Ar SEATTLE.....Lv	2030	|	|
|	|	|	Lv SEATTLE.....Ar	|	|	|
|	|	|	Ar ANCHORAGE.....Lv	|	|	|

989 3	987 2	985 7	983 6	981 5	DC-6B Read Down Read Up	980 1	982 2	984 3	986 5	988 6
2000	2000	2000	2000	2000	Lv SEATTLE.....Ar	0110	0110	0110	0110	0110
2350	2350	2350	2350	2350	Ar ANCHORAGE.....Lv	|	|	|	|	|
0050	0050	0050	0050	0050	Lv ANCHORAGE.....Ar	|	|	|	|	|
1055	1055	1055	1055	1055	Ar TOKYO.....Lv	2345	2345	2345	2345	2345
5	4	2	1	7						

PACIFIC NORTHERN AIRLINES (PN)

3 2 3 4 5 6 7	3 1 2 3 4 5	5 X	1B 2 4 5	1A 1 5	1 3 7	Lockheed Constellation Speedpak Read Down Read Up	2 1 2 4 6	2A 5	2B 3 7	4 X	4 1 2 3 4 5	6 2 3 4 5 6 7
|	2340	|	|	|	|	Lv PORTLAND.....Ar	|	|	|	|	2250	|
|	0030	|	|	|	|	Ar SEATTLE - TAKOMA.....Lv	|	|	|	|	2200	|
0120	|	0830	0730	0730	0730	Lv SEATTLE - TAKOMA.....Ar	1715	1715	1715	2125	|	0500
|	|	|	1010	1010	1010	Ar KETCHIKAN (Annette Is.).....Lv	1445	1445	1445	|	|	|
|	|	|	1155	1155	1155	Ar JUNEAU.....Lv	1300	1300	1300	|	|	|
|	|	|	1300	|	|	Ar YAKUTAT.....Lv	|	F	1000	|	|	1 2 3
|	|	|	1330	1240	|	Ar CORDOVA.....Lv	0820	0820	|	|	|	4 5 6
0500	|	1210	1450	1400	1320	Ar ANCHORAGE.....Lv	0700	0700	0700	1400	|	2135

Cargo must be received two hours prior to scheduled departure time for routing on Speedpak equipment.

PAN AMERICAN WORLD AIRWAYS (PAA)

ATLANTIC SERVICES

619 DC-6A # Ex. 6 7	678 DC-6A # Ex. 6 7	162 DC-6A 7	160 DC-7F 4	160 DC-7F 3	160 DC-7F 7 2 4 5	160 DC-7F 6		161 DC-7F 3 4 5 6	679 DC-6A # Ex. 6 7	618 DC-6A # Ex. 6 7	163 DC-6A 7	163 DC-7F 1	161 DC-7F 7
|	|	|	0300	0300	0300	0300	Lv New York..Ar	0930	|	|	0425	1110
|	|	|	1820	1820	1820	1820	Ar SHANNON...Lv	|	|	|	2115	0400
|	|	0400	1905	1905	1905	1905	Lv SHANNON...Ar	|	|	0115	2035	0315
|	|	0650	|	|	|	|	Ar PARIS.....Lv	|	|	2200	1800	|
|	|	|	2045	2045	2045	2045	Ar LONDON....Lv	0130	|	|	|	0130
|	|	|	2330	2330	2330	2330	Lv LONDON....Ar	2340	|	|	|	2340
|	|	|	|	2325	|	2325	Ar AMSTERDAM.Lv	2220	|	|	|	2220
|	|	|	|	|	|	|	Lv AMSTERDAM.Ar	2150	|	|	|	2150
|	|	|	0125	0125	0125	0125	Ar FRANKFURT.Lv	2030	|	|	|	2030
|	0620	|	0800	0800	0800	|	Lv FRANKFURT.Ar	1915	2240	|	|	1915
|	|	|	|	|	|	|	HAMBURG...	|	|	|	|	|
|	|	|	0845	0845	0845	|	Ar STUTTGART.Lv	1630	|	|	|	1830
|	|	|	0940	0940	0940	|	Lv STUTTGART.Ar	1750	|	|	|	1750
|	|	|	1030	1030	1030	|	Ar MUNICH....Lv	1700	|	|	|	1700
|	0200	|	0900	0900	0900	0900	Ar BERLIN....Lv	1750	2100	←	|	|	1750
1600	|	|	|	|	|	|	Lv BERLIN....Ar	|	|	1940	|	|	|
1710	|	|	|	|	|	|	Ar HAMBURG...Lv	|	|	1830	|	|	|

ADDITIONAL ALL-CARGO SERVICE

When required for reserved cargo of sufficient size, any of the above transatlantic all-cargo services will call at one additional city on the following schedule:

City	EASTBOUND	WESTBOUND	Minimum Trans-Atlantic Load	Minimum Load To/from Gander
BOSTON	Lv #Ex Mo 0455	Ar We Th Fr Sa 0920 Su 1035 Mo 0345	400 kg	--
GANDER	Ar #Ex Mo 0840	Lv We Th Fr Sa 0830 Su 0930 Mo 0235	--	1000 kg
SHANNON		Lv We Th Fr Sa 0400	400 kg	--
BRUSSELS	Ar #Ex Tu 0050		400 kg	--
AMSTERDAM	Ar #Ex Tu 0650		400 kg	--
DUSSELDORF	Ar #Ex Tu 0100		400 kg	--
VIENNA	Ar #Ex Su Tu 1220	Lv #Ex Su Mo 1500	800 kg	--
DETROIT	Lv Mo Tu 2300		5000 kg	--

PAN AMERICAN GRACE AIRWAYS (PANAGRA)

393 7	393 2	DC-6A Read Down Read Up	392 6	393 6
2359	|	Lv MIAMI.....Ar	|	1730
0430	|	Ar PANAMA CITY...Lv	|	1300
0700	|	Lv PANAMA CITY...Ar	|	1130
1245	|	Ar LIMA.....Lv	|	0600
0600	0600	Lv LIMA.....Ar	1640	1640
0945	0945	Ar LA PAZ.....Lv	1500	1500

PAA-U.S.A.-PACIFIC

879 2 4 6	DC-7F Read Down Read Up	878 6	878 2 4
2300	Lv SAN FRANCISCO.Ar	1025	0715
|	LOS ANGELES...Lv	0845	|
|	LOS ANGELES...Ar	0745	|
0430	Ar HONOLULU.....Lv	1945	1945
0600	Lv HONOLULU.....Ar	1820	1820
1925	Ar TOKYO.....Lv	0100	0100

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PAA
U.S.A.-LATIN AMERICA

323 # EX 7 1	303 6	353 # EX 5 4	301 3 5 4 6	339 # EX 5	C-54 Read Down / Read Up	302 2 3 4 5	302 1 2 4	304 2	340 7 2 4 5	342 6	324 1	354 # EX 3 4 5	322 3 5 6	344 4 5 6
			0045		Lv NEW YORK....Ar	0650	0650							
2330	1100	0530	|	2130	Lv MIAMI....Ar	|	|	1445	1220	1850	1200	1305	1220	0120
|	|	0835	|	|	Ar KINGSTON....Lv	|	|	|	|	|	|	1000	f	|
|	|	|	|	|	Ar PORT AU PRINCE....Lv	|	|	|	|	|	|	|	0745	|
0535	|	|	0830	|	Ar SAN JUAN....Lv	2300	2300	|	|	|	|	|	|	|
|	|	|	|	|		1	3	|	|	|	|	|	|	|
0745	|	|	0945	|	Lv SAN JUAN....Ar	2230	0930	|	|	|	1830	|	|	|
|	1820	|	1145	0450	Ar CARACAS....Lv	1930	0630	f	0630	0600	|	|	|	1930
|	1900	|	|	|	Lv CARACAS....Ar	|	|	f	|	|	|	|	|	|
1100	|	|	|	|	Ar PORT OF SPAIN....Lv	|	|	f	|	|	0600	|	|	|
|	|	|	|	|	Ar GEORGETOWN....Lv	|	|	f	|	|	|	|	|	|
|	|	|	|	|	Ar PARAMARIBO....Lv	|	|	f	|	|	|	|	|	|
|	|	|	|	|	Ar CAYENNE....Lv	|	|	f	|	|	|	|	|	|
|	0440	|	|	|	Ar BELEM....Lv	|	|	0300	|	|	|	|	|	|
|	0530	|	|	|	Lv BELEM....Ar	|	|	0205	|	|	|	|	|	|
|	1245	|	|	|	Ar RIO DE JANEIRO....Lv	|	|	1845	|	|	|	|	|	|
|	1345	|	|	|	Lv RIO DE JANEIRO....Ar	|	|	1715	|	|	|	|	|	|
|	f	|	|	|	Ar SAO PAULO....Lv	|	|	f	|	|	|	|	|	|
|	f	|	|	|	Ar MONTEVIDEO....Lv	|	|	f	|	|	|	|	|	|
|	2020	|	|	|	Ar BUENOS AIRES....Lv	|	|	1115	|	|	|	|	|	|

Flagstops to Montego Bay

(PAA)

385 DC-7F 6	371 3 7	363 4	365 DC-7F 6	355 1 4	393 DC-6A 7	383 4	361 2 6	375 6	C-54	374 7 5	374 4	372 2	372 6	384 3	362 4	362 5	362 DC-7F 7	352 7 1 2	364 4	392 DC-6A 6	386 DC-7F 6	312 3
2330									Lv SAN FRANCISCO..Ar												1905	
0100									Ar LOS ANGELES....Lv												1630	
0300									Lv LOS ANGELES....Ar												1500	
|	0730								Lv NEW ORLEANS....Ar			1705	1715									
0855	0910								Ar HOUSTON....Lv													
1000	1030					0715			Lv HOUSTON....Ar					1435								
|	|	0530	0500	2230	0200	|	0315	Lv MIAMI....Ar					|	1845	1900	2015	0035	1745	1405		1515
|	|	0645	|	|	|	|	|	Ar HAVANA....Lv					|	|	|	|	|	|		1400
|	|	0815	|	|	|	|	|	Lv HAVANA....Ar					|	|	|	|	|	|		
|	|	|	|	|	|	1100	|	Ar MEXICO, D.C....Lv					1115	|	|	|	|	|		
|	|	|	|	|	|	1200	|	Lv MEXICO, D.C....Ar					1015	|	|	|	|	|		
1410	1600	|	0715	|	|	1520	0715	Ar GUATEMALA....Lv				1230	0700	|	1300	1600	|	|		0815	
1700	0815	|	|	|	|	1620	0815	Lv GUATEMALA....Ar	0920				0920	|	|	|	|	|			
|	|	1230	|	|	|	|	0900	Ar SAN SALVADOR...Lv	f		1200	|	f	1400	|	|	|	1200			
|	|	|	|	|	|	|	|	Lv SAN SALVADOR...Ar	f	1100	|	|	f	|	|	|	|			
|	|	|	|	|	|	|	|	Ar TEGUCIGALPA....Lv	f	f	|	|	f	|	|	|	|			
|	|	|	|	|	|	|	|	Lv TEGUCIGALPA....Ar	f	f	|	|	f	|	|	|	|			
|	|	|	|	|	|	|	|	Ar MANAGUA....Lv	f	f	|	|	f	|	|	|	|			
|	|	|	|	|	|	|	|	Lv MANAGUA....Ar	f	f	|	|	f	|	|	|	|			
|	|	|	|	|	|	|	|	Ar SAN JOSE....Lv	f	i	|	|	i	|	|	|	1900			
|	|	|	|	|	|	|	|	Lv SAN JOSE....Ar	f	f	|	|	f	|	|	339	|			
2215	1530	|	|	0405	0605	2130	|	1530	Ar PANAMA CITY....Lv	0600	0800	|	|	0600	|	|	|	|	|	1030	|
1100	|	|	|	|	PG393	|	|	|	|	|	|	|	|	|	|	|	|	|	PG392	|
1700	|	|	|	|	0830	1100	|	|	Lv PANAMA CITY....Ar	|	|	|	|	|	|	1600	|	|	|	0640	|
|	|	|	|	|	1340	1700	|	Ar CARACAS....Lv	|	|	|	|	|	|	1100	|	|	|	|	|
|	|	|	|	|	|	|	|	Ar LIMA....Lv	|	|	|	|	|	|	|	|	|	|	0330	|

QANTAS EMPIRE (EM) BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI)

BA 776 C 3	BA/EM* 778 SC 5	BA 978 C 7	EM** 978 SC 2	AI 162 DC-6A 6	SC - Super Constellation C - 749 Constellation	AI 163 DC-6A 7	EM** 979 SC 7	BA 979 C 3	BA/EM* 779 SC 2	BA 777 SC 7
2200	2230	0600		0600	Lv LONDON....Ar	1930		2220	1800	2015
|	6	0735	|	|	Ar DUSSELDORF....Lv	|	|	2035	|	|
2359	0040	|	|	0810	Ar FRANKFURT....Lv	|	|	|	|	1805
|	|	|	|	1145	Ar ROME....Lv	1515	|	|	|	|
|	|	|	|	|	Ar GENEVA....Lv	|	|	|	|	|
|	0320	1030	|	|	Ar ZURICH....Lv	|	|	1745	1530	|
4	|	|	|	|	|	|	|	|	|	|
1000	|	2040	|	1950	Ar BEIRUT....Lv	0845	|	0915	|	0915
|	|	1	|	7	|	2	|	4	|	1
1750	|	0430	|	0310	Ar BAHRAIN....Lv	0510	|	0505	|	0505
|	1420	|	|	|	Ar DAMASCUS....Lv	|	|	|	0900	|
|	7	|	|	|	|	|	|	|	4	|
|	0120	|	|	|	Ar KARACHI....Lv	|	|	|	0115	|
5	|	|	|	|	|	|	|	|	|	|
0405	|	1445	|	|	Ar DELHI....Lv	2210	|	2130	1930	2130
|	|	|	|	|	|	1	|	|	|	|
|	0905	|	|	|	Ar CALCUTTA....Lv	0700	|	|	1510	|
|	|	|	|	|	|	7	|	|	|	|
|	|	|	|	1125	Ar BOMBAY....Lv	1225	|	|	|	|
|	|	2320	|	|	Ar RANGOON....Lv	|	|	1400	|	|
1420	1550	|	|	|	Ar BANGKOK....Lv	|	|	|	1140	1320
|	|	2	|	|	|	|	|	3	|	|
|	|	0915	|	|	Ar HONGKONG....Lv	|	|	0900	|	|
|	|	|	1415	|	Lv HONGKONG....Ar	|	1600	|	|	|
|	|	|	1620	|	Ar MANILA....Lv	|	|	|	|	|
|	|	|	|	|	|	|	|	|	7	|
2010	2135	|	|	|	Ar SINGAPORE....Lv	|	|	|	0730	0830
|	1	|	|	|	|	|	|	|	3	|
|	0205	|	|	|	Ar DJAKARTA....Lv	|	|	|	0300	|
|	|	|	3	|	|	|	1	|	|	|
|	1215	|	0330	|	Ar DARWIN....Lv	|	0530	|	2115	|
|	2115	|	1245	|	Ar SYDNEY....Lv	|	7 2100	|	2 1245	|

*This flight operated jointly by BOAC and QEA.
**This aircraft not fitted with cargo doors.

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

REAL-AEROVIAS-NACIONAL

C-1708 1 4 6	C-1706 2 5 7	C-1704 7	C-1702 3 6	C-1700 2 5	Read Down	Read Up	C-1701 3 6	C-1703 4 7	C-1705 1	C-1707 2 5 7	C-1709 1 4 6
1200	0600	0500	0600	0600	Lv SAO PAULO	Ar	1645	1345	1520	1830	1815
1320	↓	0620	↓	↓	Ar RIO DE JANEIRO	Lv	↑	↑	1400	↑	↑
1430		0800			Lv RIO DE JANEIRO	Ar			1300		
1545	0745	↓	0745	0745	Ar BELO HORIZONTE	Lv	1500	1200	↑		1630
	0830		0830	0830	Lv BELO HORIZONTE	Ar	1420	1120			
	↓		↓	↓	Ar CARAVELAS	Lv	↑	↑			
					Lv CARAVELAS	Ar					
	1150	1200	1150	1150	Ar SALVADOR	Lv	1100	0800	0900	1330	
		1330	1245	1245	Lv SALVADOR	Ar	1010	0710	0805		
		↓	↓	↓	Ar MACEIO	Lv	↑	0500	0630		
					Lv MACEIO	Ar			0545		
		1540	1455	1455	Ar RECIFE	Lv	0800		0500		
				1600	Lv RECIFE	Ar	0715				
				1815	Ar FORTALEZA	Lv	0500				
				0500	Lv FORTALEZA	Ar	1715				
				0700	Ar SAO LUIZ	Lv	1445				
				0830	Lv SAO LUIZ	Ar	1400				
				1030	Ar BELEM	Lv	1200				

C-1800 7	Read Down	Read Up	C-1801 4
0600	Lv SAO PAULO	Ar	1600
0900	Ar GOIANIA	Lv	1300
0945	Lv GOIANIA	Ar	1200
1315	Ar CAROLINA	Lv	0830
1415	Lv CAROLINA	Ar	0720
1625	Ar BELEM	Lv	0500
0500	Lv BELEM	Ar	1430
↓	Ar PARAMARIBO	Lv	1115
	Lv PARAMARIBO	Ar	1015
1130	Ar PORT OF SPAIN	Lv	0730
1300	Lv PORT OF SPAIN	Ar	1630
1630	Ar SAN JUAN	Lv	1300
0830	Lv SAO JUAN	Ar	1200
↓	Ar PORT AU PRINCE	Lv	0900
	Lv PORT AU PRINCE	Ar	0730
1400	Ar MIAMI	Lv	0400

C-1001 3 7	C-1173 5	C-1171 2	C-1250 1 4	Read Down	Read Up	C-1251 3 6	C-1170 2	C-1172 5	C-1000 1 4
1200	0600	0600	1200	Lv SAO PAULO	Ar	1915	1910	1350	1000
↓	0910	0910	1510	Ar CAMPO GRANDE	Lv	↑	1600	1040	↑
		1040	0800	Lv CAMPO GRANDE	Ar		1520		
		1200	↓	Ar CORUMBA	Lv	1445	1400		
			1000	Lv CORUMBA	Ar	1345			
			↓	Ar CUIABA	Lv	1215			
				Lv CUIABA	Ar	1130			
			1615	Ar MAMAUS	Lv	0600			
1500				Ar PORTO ALEGRE	Lv				0700

C-1600 1 5	Read Down	Read Up	C-1601 2 6
0600	Lv SAO PAULO	Ar	1600
0900	Ar GOIANIA	Lv	1300
0945	Lv GOIANIA	Ar	1200
1315	Ar CAROLINA	Lv	0830
1415	Lv CAROLINA	Ar	0720
1625	Ar BELEM	Lv	0500

RIDDLE AIRLINES (RD)

601 # Ex. 7 1	301 #	451 # Ex. 7 1	401 # Ex. 6	207 # Ex. 7 1	205 #	C-46	302 #	204 #	208 # Ex. 6 7	402 # Ex. 6	452 # Ex. 7 6	600 # Ex. 6 7
2300				0200	2350	Lv NEW YORK Ar		0547	0541			0700
				0307		Ar PHILADELPHIA Lv			0457			
				0352		Ar PHILADELPHIA Ar			0412			
			2300			Lv CHICAGO Ar				0457		
		0200				Lv DETROIT Ar					0647	
						Ar CLEVELAND Lv					0700	
						Lv CLEVELAND Ar					0615	
		0355	0215			Ar ATLANTA Lv				0135	0202	
		0435	0315			Lv ATLANTA Ar				0035	0117	
		0650		0740		Ar ORLANDO Lv			2225	2215		
		0730		0915		Lv ORLANDO Ar			2040	2115		
				0955		Ar TAMPA Lv			2000			
		1000			0420	Ar WEST PALM BEACH Lv						
		1040			0450	Lv WEST PALM BEACH Ar						
		1205	0632		0528	Ar MIAMI Lv		2300		2000	2200	
	2200					Lv MIAMI Ar	1135					
0655	0415					Ar SAN JUAN Lv	0720					2300

RUTAS AEREAS NACIONALES (RANSA)

③			①		④	②	⑤	⑦	Read Down C-46; C-47 Read Up	②	⑤	⑦	①		④	③		
2000	0145	0005	2200	0145	0005	0430	0145	0005	Lv MIAMI, International Ar	1415	1800	2045	1900	1800	1400	0415	1800	1415
↓	↓	↓	↓	↓	↓	↓	↓	↓	-- BARCELONA, Muntadas Lv	↑	↑	↑	1200	↑	↑	↑	↑	↑
									-- BARCELONA, Muntadas Ar				1100					
2300	0445	0305	0100	0445	0350	0730	0445	0305	Ar KINGSTON, Palisadoes --				↑					
2345	0530	0350	0145	0530	0350	0815	0530	0350	Lv KINGSTON, Palisadoes --									
F	F	F		F	F	F	F	F	-- ARUBA --									
↓	↓	↓	0545	↓	↓	↓	↓	↓	Ar MARACAIBO, Gr. De Oro Lv						0800			
									-- MARACAIBO, Gr. De Oro I --									
0445	1000	0820		1000	0820	1245	1000	0820	Ar CARACAS, Maiquetia Lv	1000	1145	1430	1000	1145		1000	1145	0800

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SABENA BELGIAN AIRLINES (SAB)

BEF 37 VISC 2 5 7	SN205 DC-3/C-47 2 3 4 5	BEF 37 AVRO 5	BEF 37 VISC 2 5 7	SN205 DC-3/C-47 2 3 4 5	LONDON	SN206 DC-3/C-47 5	BEF 36 VISC 2 5 7	SN206 DC-3/C-47 3 4 6	SN206 DC-3/C-47 5	BEF 36 VISC 2 5 6	SN206 DC-3/C-47 3 4 6
0540	2200	0540	0640	2200	Lv BRUSSELS.....Ar	0310	0310	0355	0410	0410	0455
0650	2359	0705	0650	2300	Ar LONDON.....Lv	0120	0205	0205	0120	0205	0205

SN213 DC-3/C-47 1	SN209 DC-3/C-47 1 4	SN211 DC-3/C-47 6	SN207 DC-3/C-47 2 3 6	DUSSELDORF-NUREMBERG-STUTTGART-VIENNA	SN214 DC-3/C-47 2	SN210 DC-3/C-47 1 4	SN212 DC-3/C-47 6	SN208 DC-3/C-47 2 3 5
0615	1520	1145	1325	Lv BRUSSELS.....Ar	1905	2035	1905	2035
				Ar COLOGNE.....Lv		1920		1920
	1630			Lv COLOGNE.....Ar		1840		1845
0835				Ar DUSSELDORF.....Lv	1800	1800	1800	
0905				Lv DUSSELDORF.....Ar	1730		1730	
				Ar NUREMBERG.....Lv	1530			
				Lv NUREMBERG.....Ar	1500			
		1400	1540	Ar STUTTGART.....Lv			1530	
1140				Ar VIENNA.....Lv	1240			1710

SN101 DC-3/C-47 # EX 7	SN247 DC-3/C-47 1 3 5	PARIS-MILAN	SN248 DC-3/C-47 2 4 6	SN102 DC-3/C-47 # EX 1
2110	1505	Lv BRUSSELS.....Ar	0345	0100
2245		Ar PARIS.....Lv		2335
	2030	Ar MILAN.....Lv	2200	

SN104 DC-3/C-47 # EX 1 7	KL005 DC-3 # EX 1 7	AMSTERDAM-COPENHAGEN	KL006 DC-3 # EX 6 7	SN103 DC-3 # EX 1 7
0145		Lv BRUSSELS.....Ar		0445
0250		Ar AMSTERDAM.....Lv		0345
	0350	Lv AMSTERDAM.....Ar	0245	
	0635	Ar COPENHAGEN.....Lv	2350	

PS201 DC-4 C 2	PS203 DC-4 C 4	PS205 DC-4 C 6	PS211 DC-6A C 6	BASEL-BEIRUT-TEHERAN	PS210 DC-6A C 1	PS202 DC-4 C 2	PS204 DC-4 C 5	PS206 DC-4 C 6
	1300		1320	Lv BRUSSELS.....Ar	2010	1200		
	1445		1505	Ar BASEL.....Lv	1825	1000		
	1800		1725	Lv BASEL.....Ar	1605	0800		
	0020			Ar ATHENS.....Lv		0310		
	0105			Lv ATHENS.....Ar		0225		
			2335	Ar ISTANBUL.....Lv	1130			
			0020	Lv ISTANBUL.....Ar	1045			
	0440			Ar BEIRUT.....Lv		2230		
	X					X		
0530	0600	0730		Lv ABADAN.....Ar		2105	2125	1930
	1210			Ar ABADAN.....Lv		1750		
	1310			Lv TEHERAN.....Ar		1650		
1130	1530	1330	0700	Ar TEHERAN.....Lv	0630	1430	1800	1605

X - Optional Technical Landing.

SN220 ①	SN222 ④	AFRICAN FREIGHTER SERVICE DC-4	SN221 ②	SN225 ⑤
	0600	Ar LEOPOLDVILLE.....Lv		1335
1000		Ar LULUABOURG.....Lv	1030	
1145		Ar KINDU.....Lv		
1230		Lv KINDU.....Ar	X	
1400	1230	Ar USUMBURA.....Lv	0700	0950
	1430	Lv USUMBURA.....Ar		0850
	1450	Ar GOMA.....Lv		0800

X - Optional Landing.

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SAM AIRLINES

999 ⑤	883 ⑤	C-46 Read Down	C-46 Read Up	887 ③	995 ④
0300		Lv MIAMI	Ar		2000
0300		Ar SAN ANDRES	Lv		
0900		Lv SAN ANDRES	Ar		
1115		Ar CARTAGENA	Lv		
1200	1145	Lv CARTAGENA	Ar	1445	
	1215	Ar BARRANQUILLA	Lv	1415	1400
		Lv BARRANQUILLA	Ar	1315	1300
1350	801 ③				
		Ar MEDELLIN	Lv	1130	
1450	0600	Lv MEDELLIN	Ar	1030	
1550	0700	Ar BOGOTA	Lv	0930	1100
1645	0800	Lv BOGOTA	Ar	0830	1000
1800		Ar CALI	Lv	0715	
	1200	Ar LETICIA	Lv		0600

SCANDINAVIAN AIRLINES (SAS)

006 ① ② ③ ④ ⑤	DC-3 Read Down	DC-3 Read Up	005 ② ③ ④ ⑤ ⑥
2350	Lv COPENHAGEN, Kastrup	Ar	0625
0245	Ar AMSTERDAM, Schiphol	Lv	0350

SEABOARD AND WESTERN AIRLINES (SBW)

200 ⑥	204 ⑤	102 ③	200 ②③	200 ⑦④	104 ②	104 ③④	100 ①	100 # Ex ①	* Constellation ⊙ DC-4 ‡ C-47	101 ‡ ④⑤	105 ⊙ ①②	101 ‡ ②	101 ‡ ③	105 ⊙ ③	103 ⊙ ④	105 ⊙ ④⑤	101 ‡ ⑥	103 ⊙ ⑥	105 * ⑥
	1000		1200	0800			0600	0330	Lv NEW YORK...Ar	1255		1255	1255				1255		1245
	0215			f0015			2215	1945	Ar SHANNON...Lv	0440		0440	0440						0430
0330	0315	2000		f0115	0230	0230	2315	2100	Lv SHANNON...Ar	0335	0030	0335	0335	0030	0225	0130		0215	0330
		2140							Ar GLASGOW...Lv				0225		0045		0400		
0530			0550				0100	2240	Ar LONDON...Lv	0145		0145	0030				0130		
0625			0645				0155	2335	Lv LONDON...Ar	0045		0045	2330				0030		
		0040							Ar AMSTERDAM...Lv			2340			2145				
		0155							Ar HANOVER...Lv						2005			1930	
		0300							Ar HAMBURG...Lv						1900			2100	
							0255	0035	Ar BRUSSELS...Lv	2335									
									Ar DUSSELDORF..Lv	2255		2255					2255		
									Ar COLOGNE...Lv	2245									
0900			0900	0630			0420	0159	Ar FRANKFURT...Lv	2155		2155	2155				2155		
							‡	‡		*		*	*				*		
							1400	0600	Lv FRANKFURT...Ar	2120		2120	2120				2120		
							1455	0655	Lv NUREMBERG...Ar	f2025		2025	f2025				2025		
							1600	0800	Lv MUNICH...Ar	1920		1920	1920				1920		
							1705	f0905	Ar STUTTGART...Lv	f1815		1815	1815				1815		
	0545				0545	0545			Ar PARIS...Lv		2100			2100		2200			0100
	0645				0645				Lv PARIS...Ar					2000					2330
					1000				Ar GENEVA...Lv										
					f1120				Ar BASLE...Lv					1900					2245
	0815				1100				Ar ZURICH...Lv					1800					2200

SWISSAIR (SR)

704 DC-3 ① ② ③ ④ ⑤	791 ②	793 ⑤	DC-6A Read Down	DC-6A Read Up	792 ⑤	790 ⑦	705 DC-3 ② ③ ④ ⑤ ⑥
	2200	2355	Lv NEW YORK	Ar	0850	2200	
	↓	↓	Ar MANCHESTER	Lv	2225	1135	
			Lv MANCHESTER	Ar	2135	1045	
	1800		Ar BASLE	Lv	1950	0900	
	↓		Lv BASLE	Ar	1920	0830	
		2115	Ar GENEVA	Lv	↑	↑	
		2115	Lv GENEVA	Ar			
	1900	2205	Ar ZURICH	Lv	1850	0800	
			Lv ZURICH	Ar		2325	
			Ar GENEVA	Lv		2235	
2310			Lv ZURICH	Ar			0715
2350			Ar BASLE/MULHOUSE	Lv			0640
0020			Lv BASLE/MULHOUSE	Ar			0610
0300			Ar AMSTERDAM	Lv			0340
			Ar STUTTGART	Lv			

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Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

TACA INTERNATIONAL AIR LINES SA)

525 ②⑤	801 ⑥	801 ③⑤	801 ②④	801 ①	DC-4 Read Down	Read Up	400 ①	800 ②③④	400 ③	800 ⑥	526 ①	526 ④	100 ⑤
	0600	0615	0400	0600	Lv NEW ORLEANS	Ar	2030	1845	2110	1900			
0700	↓				Lv MEXICO	Ar	↑	↑	↑	↑	1800	1715	1855
↓	1030	↓	↓	↓	Ar BELIZE	Lv	↑	↑	1715	↑	↑	↑	↑
	1100				Lv BELIZE	Ar	↑	↑	1700	↑	↑	↑	↑
1025	1225	1145	0930	1130	Ar GUATEMALA	Lv	1535	↑	1535	↑	↑	↑	1535
1110	1315	1245	1020	1230	Lv GUATEMALA	Ar	1505	↑	1505	↑	↑	↑	1505
1155	1400	1330	1105	1315	Ar SAN SALVADOR	Lv	1420	1315	1420	1330	1400	1315	1420
			1220		Lv SAN SALVADOR	Ar	1400		1400				1400
			1315		Ar TEGUCIGALFA	Lv	1315		1315				1315
			1340		Lv TEGUCIGALPA	Ar	1300		1300				1300
			1435		Ar MANAGUA	Lv	1205		1205				1205
			1500		Lv MANAGUA	Ar	1145		1145				1145
			1610		Ar SAN JOSE	Lv	1035		1035				1035

TRANS-AUSTRALIA AIRLINES (TAA)

1931 DC-3 ②	1915 DC-3 ④	1915 DC-3 ③	1921 DC-3 ③	1909 DC-4 ⑤	1919 DC-4 ⑥	1917 DC-3 ④⑥	1913 DC-4 ④	1911 DC-4 ②③	1911 DC-3 ①⑤		1912 DC-3 ①	1912 DC-3 ⑤	1912 DC-4 ②④	1912 DC-4 ③	1918 DC-3 ④⑤	1920 DC-4 ⑥	1910 DC-4 ⑤	1922 DC-3 ③	1916 DC-3 ③④	1932 DC-3 ②
1930	1340	1340	0745	0500	0150	0120	0220	0120	0120	Lv MELBOURNE Ar	1015	0925	1120	1025	0705	0955	1435	1330	2105	0225
										Ar SMITHTON Lv	0840		0945				1300	1155		
	1515									Lv SMITHTON Ar	0800		0755				1115			
	1600									Ar WYNYARD Lv										
										Lv WYNYARD Ar										
										Ar DEVENPORT Lv										
										Lv DEVENPORT Ar										
2130		1540	0940	0640		0320		0300	0320	Ar LAUNCESTON Lv				0840		0810				
2200		1640		0750				0350	0345	Lv LAUNCESTON Ar				0640		0610				
2245	1710	1725		0830	0400		0430	0430	0430	Ar HOBART Lv	0635	0545	0630	0600	0500	0530	1000	1020	1825	2345

1948 DC-3 ③⑥	1906 DC-3 ②④⑥	1902 DC-4 ③④	1902 DC-3 ①②⑤		1901 DC-3 ①②③	1901 DC-4 ④⑤	1905 DC-3 ③⑤⑦	1949 DC-3 ③⑥
0530		2230	2230	Lv MELBOURNE Ar	0315	0225		1200
		0055	0120	Ar SYDNEY Lv	0010	2350		
		0225	0230	Lv SYDNEY Ar	2255	2220		
		0500	0525	Ar BRISBANE Lv	1945	1945		
	0500			Lv BRISBANE Ar			1305	
	0720			Ar ROCKHAMPTON Lv				
	0750			Lv ROCKHAMPTON Ar				
	0905			Ar McKAY Lv				
	0935			Lv McKAY Ar				
	1100			Ar TOWNSVILLE Lv			0830	
0750				Ar ADELAIDE Lv				0850

TRANS-CANADA (TCA)

909 ①②③④⑤	North Star Read Down	Read Up	910 ①②③④⑤
2100	Lv MONTREAL	Ar	A1455
2255	Ar TORONTO	Lv	A1315
2355	Lv TORONTO	Ar	1155
0350	Ar WINNIPEG	Lv	0650
0435	Lv WINNIPEG	Ar	0605
↓	-- CALGARY	Lv	0150
	-- CALGARY	Ar	0120
0730	Ar EDMONTON	--	↑
0800	Lv EDMONTON	--	↑
1015	Ar VANCOUVER	Lv	2200

A-Toronto to Montreal section ③④⑤ only.

TRANS CARIBBEAN AIRWAYS (TRC)

901 ①③	901 ⑥	DC-4 Read Down	Read Up	900 ①	900 ③⑤
2400	2200	Lv NEW YORK	Ar	0500	0700
0800	0600	Ar SAN JUAN	Lv	2100	2300

TRANS WORLD AIRLINES (TW)

599 # Ex. ⑥⑦	595 # Ex. ⑥⑦	L-1049H	598 # Ex. ⑥⑦	592 # Ex. ⑥⑦
2300	2345	Lv NEW YORK (IDL) Ar	1142	1853
	0052	Ar PHILADELPHIA Lv		
	0215	Lv PHILADELPHIA Ar		
		Ar PITTSBURGH Lv		1715
		Lv PITTSBURGH Ar		1615
		Ar COLUMBUS Lv		1425
		Lv COLUMBUS Ar		1240
0124		Ar CHICAGO (MDW) Lv	0750	
0230		Lv CHICAGO (MDW) Ar	0648	
	0354	Ar INDIANAPOLIS Lv		
	0455	Lv INDIANAPOLIS Ar		
	0602	Ar ST. LOUIS Lv		1100
	0725	Lv ST. LOUIS Ar		0947
	0736	Ar KANSAS CITY Lv		0740
	0900	Lv KANSAS CITY Ar		0628
0721	1326	Ar LOS ANGELES Lv	2230	0020
	1500	Lv LOS ANGELES Ar		2302
	1637	Ar SAN FRANCISCO Lv		2115

NEW YORK-ROME

970 ⑥	980 ②④	L-1049H Read Down	Read Up	981 ⑥	971 ②	981 ③
0130	0130	Lv NEW YORK (IDL)	Ar	1255	1140	1255
0725	0725	Ar GANDER	Lv	0930	0815	0930
0810	0810	Lv GANDER	Ar	0850	0735	0850
1840	1840	Ar SHANNON	Lv	0400	0245	0400
1925	1925	Lv SHANNON	Ar	0315	0200	0315
↓	↓	Ar LONDON	Lv	↑	↑	↑
		Lv LONDON	Ar	↑	↑	↑
2230		Ar FRANKFURT	Lv	↑	2230	↑
0030		Lv FRANKFURT	Ar	↑	2105	↑
↓	2150	Ar PARIS	Lv	0040	↑	0040
	0015	Lv PARIS	Ar	2310	↑	2310
	0135	Ar GENEVA	Lv	2150	↑	2150
	0230	Lv GENEVA	Ar	2050	↑	2050
0135		Ar ZURICH	Lv	2000	2000	↑
0230	↓	Lv ZURICH	Ar	1845	1845	↑
↓		Ar MILAN	Lv	1740	1740	1940
	↓	Lv MILAN	Ar	1610	1610	1810
0435	0435	Ar ROME	Lv	1430	1430	1630

UMI

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

WHEELER AIRLINES

101 P 2 5	C-46 DC-3 Read Down	Read Up	102 F 2 5
0915	Lv VAL D'OR	Ar	1630
1225	Ar GREAT WHALE	Lv	1320

TRANSA-CHILE

④	⑦	③⑥	⑤	④	C-46 Read Down	Read Up	④	①	②⑤	①	④
1500		1000			Lv ARICA	Ar	1225		1425		
1710		1210			Ar ANTOFAGASTA	Lv	1015		1215		
1755		1255			Lv ANTOFAGASTA	Ar	0930		1130		
2125		1325			Ar SANTIAGO	Lv	0600		0800		
	0800		0800	0900	Lv SANTIAGO	Ar		1750		1730	1700
	1100		↓	1200	Ar BARILOCHE	Lv		1450		↑	1400
	1145				Lv BARILOCHE	Ar		1405			
	1750				Ar PUNTA ARENAS	Lv		0900			
			1130		Ar J. FERNANDEZ	Lv				1400	

UNITED AIR LINES (UA)

64 DC-6A #Ex. 6 7	41 CVR #Ex. 7 1		67 DC-6A 7	67 DC-6A #Ex. 6 7	63 DC-6A #Ex. 6 7	59 DC-6 #Ex 7 1	71 DC-7A #Ex. 6 7	65 DC-6 #Ex. 6 7		53 DC-6 #	70 DC-7A #Ex 5 6 7	70 DC-7A 7	60 DC-6A #Ex. 6 7	60 DC-6A #Ex 5 6 7	64 DC-6A #Ex. 6 7	6[illegible] DC-6A #Ex. 6 7	66 DC-6A #Ex. 7 1	56 DC-6 #Ex. 7 1	40 CUR #Ex. 7 1
				2200					Lv BOSTON	Ar							0932		
				2243					Ar HARTFORD/SPRINGFIELD	Lv							0850		
			*0745	0010					Lv HARTFORD/SPRINGFIELD	Ar							0743		
			0930			0140			Lv NEW YORK (LGA)	Ar								0550	
			0700						Ar NEW YORK (IDL)	Lv							0655		
	0110				2245		2340	1825	Ar NEW YORK (IDL)	Lv		1522	1742	1300	1320		0527		0600
					2329			1920	Lv NEWARK	Ar								0750	
	0330				0030			2050	Ar PHILADELPHIA	Lv		1440	1700				0445		
				0227				2242	Lv PHILADELPHIA	Ar		1342	1608				0345		0400
				0330				0001	Ar CLEVELAND	Lv			1440				0210		
					0150				Lv CLEVELAND	Ar			1352				0057		
					0320				Ar DETROIT	Lv		1050							
			*1205	0405	0431	0400	0145	0036	Lv DETROIT	Ar		0949							
			1530	0555	0600		0255		Ar CHICAGO (MDW)	Lv		0845	1130	0905	0925		2230	0400	0200
									Lv CHICAGO (MDW)	Ar		0645	0945	0755	0815	1326			
									Ar OMAHA	Lv						1040			
									Lv OMAHA	Ar						0950			
			1725	0750					Ar DENVER	Lv					0255	0655			
			1825	0905					Lv DENVER	Ar					0208	0555			
									Ar SALT LAKE CITY	Lv						0410			
									Lv SALT LAKE CITY	Ar						0325			
			*0242	1250	1110				Ar LOS ANGELES (INTL)	Lv				2330	2240				
2200									Lv LOS ANGELES (INTL)	Ar									
									Ar OAKLAND	Lv	0639								
2335			*2240				0750		Ar SAN FRANCISCO	Lv	0620	2230	0130			0055			
			0100						Lv SAN FRANCISCO	Ar									
									Ar PORTLAND	Lv									
									Lv PORTLAND	Ar									
									Ar SEATTLE	Lv									

VARIG (RG)

966 ⑤	667 EX 1	C-46 Read Down	Read Up	666	967 ⑥
0612	0300	Lv RIO DE JANEIRO	Ar	0330	1540
	0430	Ar SAO PAULO	Lv	0200	↑
	0500	Lv SAO PAULO	Ar	0130	
	0800	Ar PORTO ALEGRE, Salgado Filho	Lv	2230	
		-- VITORIA			F
		-- BELMONTE			F
1115		Ar SALVADOR, Ipatanga	Lv		1040
1145		Lv SALVADOR, Ipatanga	Ar		1010
F		-- ARACAJU, Municipal	--		F
F		-- PROPRIA	--		F
F		-- PENEDO	--		F
F		-- MACEIO, Tab. do Pinto	--		F
1520		Ar RECIFE, Iba. Guar	Lv		0635
1540		Lv RECIFE, Iba. Guar	Ar		0615
F		-- JOAO PESSOA, Santa Rita	--		F
1655		Ar NATAL, Parnamirim	Lv		0500

Varig maintains twenty-one weekly unscheduled round trip cargo flights from POA to SAO/RIO with stopovers in Caxias do Sul, Cruz Alta, Ijui, Santo Angelo, Xapeco, Carazinho, Passo Fundo, Erechim, Florianopolis, Uniao Vitoria, Curitiba and all Varig stations along the Brazilian coast.

U.A.T. AEROMARITIME (UT-AMA)

DC-4* 6	UT-755 DC-6 4	AMA-97 Nord 1	AMA-93 Nord 3	AMA-99 Nord 1	DC-4 NORD 2.502 DC-6 Read Down	Read Up	AMA-98 Nord 2	UT-756 DC-6 6	AMA-90 Nord 5	DC-4 7
					Lv PARIS LE BOURGET	Ar		1000		① 0040
1610	1620				Ar NICE	Lv		0755		↑
↓	1825				Lv NICE	Ar		0655		1850
0005	1910				Ar TRIPOLI	Lv		↑		1750
0105	5				Lv TRIPOLI	Ar				
0730	0320				Ar FORT-LAMY	Lv		2225		
	0430		0600	0600	Lv FORT-LAMY	Ar		2110	1800	0930
			↓	↓	-- MOUNDOU	Lv			1635	
			0800	0800	-- MOUNDOU	Ar			1555	
		0615	0850	0850	Ar N'GAOUNDERE	--			↑	
		↓		↓	Lv N'GAOUNDERE	--				
					-- BANGUI	Lv			1355	
	0710	0805			-- BANGUI	Ar	1730			
		0855			Ar DOUALA	Lv	↑	1830		
		1020		1150	Lv DOUALA	--		↑		
		1100		1315	Ar LIBREVILLE	--				
		1140	1220	↓	Lv LIBREVILLE	--				
					Ar PORT-GENTIL	--				
					-- BRAZZAVILLE	Lv	1355			
				1530	Ar POINTE-NOIRE	--				

*Every other week.

EXPLANATION OF CODES AND SYMBOLS

X -Daily
1 -Monday
2 -Tuesday
3 -Wednesday
4 -Thursday
5 -Friday
6 -Saturday
7 -Sunday
Ex-Except

P -Combination Passenger/Cargo Flights with Max. Cargo capacity.
Ar-Arrival
Lv-Departure
f -Optional Landing (flag stop)
X -Technical Landing
S -Service Temporarily Suspended

UMI

MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds Per Square Foot)
By Carriers and Types of Aircraft.

CARRIER	Boeing Stratocruiser	Boeing-707-720	Britannia	Canadair North Star	Consolidated Convair	Convair 880	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-35	Vertol 44	Vickers Viscount	ALL-CARGO: Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Const. 104J	Douglas DC-7B	Lockheed Constellation 749M
AA	--	150	--	--	150	--	--	--	150	--	75	200	--	--	--	--	75	--	--	--	--	--	--	--	--	200	--	--	200	--
AL	--	--	--	--	100	--	80	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--
ASA	--	--	--	--	--	--	--	200	--	--	200	--	--	--	--	--	--	--	--	--	--	--	185	--	200	--	--	--	--	--
ALITALIA	--	--	--	--	150	--	100	--	100	--	75	--	75	200	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--
AF	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	75	--	75	--	--	--	--	--	--	--	--	--	--	--	--
BL	--	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN	--	150	--	--	100	--	100	--	100	--	--	--	75	--	--	100	45	--	--	--	--	150	185	--	--	--	--	--	--	--
BOAC	--	150	75	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100
CA	--	--	--	--	--	--	100	100	--	--	--	--	--	--	---	70	--	--	--	--	--	150	--	--	--	--	--	--	--	--
CO	--	150	--	--	--	--	100	--	100	--	100	75	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--
CN	--	--	--	--	--	--	85	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA	--	--	75	--	65	--	200	--	--	200	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CU	--	--	--	--	--	--	95	--	--	--	--	--	--	--	--	70	--	70	--	--	--	150	185	--	--	--	--	--	--	--
DL	--	--	--	--	150	--	85	--	150	--	--	75	--	--	--	70	--	--	100	--	--	--	--	185	--	--	--	--	--	--
EA	--	--	--	--	65	--	--	--	--	--	--	75	--	--	--	--	45	70	100	--	--	--	--	--	--	--	--	200	--	--
ELAL	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--
EM	--	150	--	--	--	--	--	100	--	--	--	--	--	--	--	--	45	70	--	--	--	--	--	--	--	--	--	300	--	--
FL	--	--	--	--	--	--	70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
FTL	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	200	--	300	--	--
JAL	--	--	--	--	--	--	--	--	--	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	--	200	100	--	--	--
KLM	--	--	--	--	154	--	50	205	77	--	77	77	--	122	--	72	45	154	--	--	--	150	--	--	205	205	102	300	--	--
LX	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--
LC	--	--	--	--	--	--	100	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO	--	--	--	--	100	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA	--	--	--	--	150	--	--	--	150	--	100	200	--	120	--	--	45	70	--	--	--	--	--	--	--	--	--	300	--	--
NE	--	--	--	--	--	--	80	--	--	--	75	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--
NO	--	--	--	--	150	--	80	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW	100	--	--	--	--	--	--	100	--	200	75	--	75	120	--	--	45	--	--	--	--	--	--	--	200	--	--	--	--	--
NY	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--
OZ	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
PC	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--
PAA	100	150	--	--	--	--	--	100	--	--	75	75	75	--	--	--	--	--	--	--	--	--	--	--	185	200	--	--	--	--
PI	--	--	--	--	--	--	80	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
RID	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	185	--	185	--	--	--	--	--
SAB	--	150	--	--	--	--	100	100	100	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	100	205	--	--	--	--
SAS	--	--	--	--	--	--	--	--	100	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SBW	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	--	--	300	--	--
SO	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SR	--	--	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--
TACA	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA	--	--	--	150	--	--	100	--	--	--	--	--	--	--	--	--	--	70	--	--	--	150	--	--	--	--	--	--	--	--
TRC	--	--	--	--	--	--	--	100	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TT	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW	--	150	--	--	--	100	--	--	--	--	--	--	--	--	--	70	--	70	100	--	--	--	--	--	200	--	--	300	--	--
UA	--	150	--	--	150	--	--	--	150	--	150	150	--	120	--	--	--	--	--	--	--	--	--	--	--	200	--	--	200	--
WA	--	150	--	--	75	--	--	--	--	--	75	--	--	--	--	--	45	--	--	--	--	--	--	--	--	--	--	--	--	--
WC	--	--	--	--	--	--	120	--	--	--	--	--	--	--	125	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

CARRIER	Maximum WEIGHT in Pounds (per piece) which will be accepted WITHOUT ADVANCE ARRANGEMENT, by Carriers and by types of Aircraft																						ALL-CARGO							
	Boeing Stratocruiser	Boeing 707-720	Britannia	Canadair North Star	Consolidated Convair	Convair 880	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Const. 1049	Douglas DC-7BF	Lockheed Const. 749H
AA.....	See U.S. and Canadian City Directory																													
AL.....	--	--	--	--	150	--	150	--	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--
ASA.....	--	--	--	--	--	--	--	600	2000	2000	--	--	--	--	--	--	--	--	--	--	--	--	2000	--	--	--	--	--	--	--
ALITALIA	--	--	--	--	--	--	--	--	600	--	600	--	600	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
AF.....	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	1100	--	1100	--	--	--	--	--	--	--	--	--	--	--	--
BL.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN.....	--	500	--	--	500	--	200	--	200	--	--	--	200	--	--	200	200	--	--	--	--	200	2000	--	--	--	--	--	--	--
BOAC....	--	600	600	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CA.....	--	--	--	--	--	--	200	250	--	--	--	--	--	--	--	200	--	--	--	--	--	200	--	--	--	--	--	--	--	2000
CO.....	--	500	--	--	--	--	200	--	200	--	200	200	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--
CN.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--
CPA.....	See U.S. and Canadian City Directory																													
CU.....	--	--	600	--	--	--	200	--	--	--	--	--	--	--	--	600	--	--	--	--	--	200	5000	--	--	--	--	--	--	--
DL.....	--	--	--	--	400	--	200	--	400	--	--	250	--	200	--	--	--	--	--	--	--	--	--	6000	--	--	--	--	--	--
EA.....	--	--	--	--	200	--	--	--	--	--	--	200	--	--	--	200	200	200	200	--	--	--	--	--	--	--	--	--	--	--
ELAL....	--	--	1000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4000	--	--	--
EM.....	--	--	--	--	--	--	--	250	--	--	--	--	--	--	--	--	200	250	--	--	--	--	--	--	--	--	500	--	--	--
FL.....	See U.S. and Canadian City Directory																													
FTL.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	--	--	1000	--	--	--
HAL.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
JAL.....	--	--	--	--	--	--	--	--	--	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	600	500	--	--	--
KLM.....	See U.S. and Canadian City Directory																													
LX.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--
LC.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO.....	--	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA.....	--	--	--	--	400	--	--	--	400	--	200	200	--	200	--	--	200	200	--	--	--	--	--	--	--	--	6000	--	--	--
NE.....	--	--	--	--	200	--	200	--	--	--	200	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--
NO.....	--	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW.....	500	--	--	--	--	--	--	200	--	2000	200	--	200	200	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--
NY.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	2000	--	--	--	--	--	--
OZ.....	See U.S. and Canadian City Directory																													
PC.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--
PAA.....	600	600	--	--	--	--	--	600	--	--	600	600	600	--	--	--	--	600	--	--	--	--	--	5000	6000	--	--	--	--	--
PI.....	--	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
QEA.....	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
RID.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SAB.....	--	600	--	--	--	--	--	--	440	--	440	--	200	--	--	--	--	--	--	--	--	6000	--	10000	--	--	--	--	--	--
SAS.....	--	--	--	--	--	--	--	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SBW.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SO.....	See U.S. and Canadian City Directory																													
SR.....	--	--	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	6000	6000	--	--	--	--	--
TACA....	--	--	--	--	--	--	--	450	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA.....	--	--	--	200	--	--	200	--	--	--	--	--	--	--	--	--	200	--	--	--	200	--	--	--	--	--	--	--	--	--
TRC.....	--	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	4000	--	--	--	--	--	--
TT.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW.....	--	400	--	--	--	440	--	--	--	--	--	--	--	--	--	250	--	250	400	--	--	--	--	--	--	--	4000	--	--	--
UA.....	--	200	--	--	400	--	--	--	400	--	200	200	--	200	--	--	--	--	--	--	--	--	--	--	6000	--	--	6000	--	--
WA.....	--	200	--	--	200	--	--	--	--	--	200	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--
WC.....	--	--	--	--	--	--	150	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

SCHEDULED AIRLINES DECODING

Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decoding
AA	AA	001	American Airlines, Inc.
AAJ	JE	135	Arab Airways (Jerusalem) Ltd.
ACA	AK	151	Alaska Coastal Airlines
ABR	AB	042	Empresa de Transportes Aereovias Brasil, S.A.
AD	AD	103	Aden Airways Limited
AERONAVES	AM	139	Aeronaves de Mexico, S.A.
AF	AF	057	Air France
AFL	SU		Aeroflot
AII	AI	098	Air-India International
AIRCEY	AE	104	Air Ceylon Limited
AJ	AJ	148	Air Jordan
AKK	KK	724	Air Kruise (Kent), Ltd.
AL	AL	037	Allegheny Airlines, Inc.
ALG	AH	124	Air Algerie
ALT	EI	053	Aer Lingus Teoranta - Irish Air Lines
ANA	AN	090	Ansett-Australian National
ANSETT	AP	152	Ansett Airways Pty., Ltd.
APA	HP	123	Aerovias Panama
AQU	AQ	112	Aquila Airways Limited
ARG	AR	044	Aerolineas Argentinas
ARIANA	FG	255	Ariana Afghan Airlines, Ltd.
ASA	AS	027	Alaska Airlines, Inc.
ASAI			Aerovias Sud Americana
ATM	AT	147	Compagnie Nationale de Transports Ariens
ATSA	TZ	141	Aero Transportes, S.A.
AVENSA	VE	128	Aerovias Venezolanas, S.A.
AVIACO	AO	110	Aviacion y Comercio, S.A.
AVN	AC	134	Aerovias Nacionales de Colombia, S.A.
AW	AW	121	Airwork Limited
AZ	AZ	055	ALITALIA-Linee Aeree Italiane
BAHAMAS	BH	116	Bahamas Airways, Ltd.
BAT			Butler Air Transport Pty.,Ltd.
BEA	BE	060	British European Airways Corp.
BGAL			British Guiana Airways, Ltd.
BKS	BK	137	BKS Air Transport, Ltd.
BL	BL	039	Bonanza Air Lines, Inc.
BN	BN	002	Braniff International Airways, Inc.
BOAC	BA	061	British Overseas Airways Corp.
BRITAVIA	BT	225	Britavia, Limited
BWIA	BA	106	British West Indian Airways, Ltd.
CA	CA	013	Capital Airlines, Inc.
CAA	CE	063	Central African Airways Corp.
CAS	CS	138	Cambrian Airways, Ltd.
CAT	CT	129	Civil Air Transport
CATHAY	CX	160	Cathay Pacific Airways, Ltd.
CAUSA			Compania Aeronautica Uruguaya, S.A.
CBA	CB	158	Caribbean Atlantic Airlines, Inc.
CDA	DO	113	Compania Dominicana de Aviacion, S.A.
CH	CH		Chicago Helicopter Airways, Inc.
CIA			Caribbean International Airways, Ltd.
CINTA	CI	231	Cinta Chilean Airlines
CMA	MX	132	Compania Mexicana de Aviacion,S. A.
CN	CN	319	Central Airlines, Inc.
CO	CO	005	Continental Air Lines, Inc.
COA	CD	320	Cordova Airlines, Inc.
COMAIR	MI	161	Commercial Air Service Pty., Ltd.
CONN	NN	166	Connellan Airways, Ltd.
COPA	CM	230	Compania Panameno de Aviacon, S. A.
CPA	CP	018	Canadian Pacific Airlines, Ltd.
CRUZEIRO	SC	049	Servicos Aereos Cruzeiro do Sul
CSA	OK	064	Ceskoslovenske Aerolinie
CUBANA	CU	136	Compania Cubana de Aviacion, S.A.
CYP	CY	048	Cyprus Airways, Ltd.
DA	DA	226	Dragon Airways, Ltd.
DERBY	DR		Derby Aviation, Ltd.
DETA	TM	068	Divisao de Exploracao dos Transportes Aereos "DETA"
DL	DL	006	Delta Air Lines, Inc.
DTA	DT	118	Divisao de Exploracao dos Transportes Aereos
EA	EA	007	Eastern Air Lines, Inc.
EC	EC	094	East African Airways Corp.
EG	EAGLE	232	Eagle Airways of Britain
EL AL	LY	114	El Al Israel Airlines, Ltd.
ES	ES	169	Ellis Air Lines
ETHIOPIAN	ET	071	Ethiopian Air Lines
EWA	EW		East-West Airlines, Ltd.
FAUCETT	CF	163	Compania de Aviacion "FAUCETT," S.A.
FINNAIR	AY	105	Aero O/Y (Finnair)
FL	FL	028	Frontier Airlines, Inc.
FLUG	FI	108	Flugfelag Islands, H.F. (Iceland Airways, Ltd.)
FT	FT	023	Flying Tiger Lines, Inc.
GAL			Guinea Airways, Ltd.
GAM	AG	040	Guest Aereovias Mexico, S.A.
	GF		Gulf Aviation Company, Ltd.
GIA	GA	126	Garuda Indonesian Airways, Ltd.
GIBAIR	GT	171	Gibraltar Airways, Ltd.
GU	GU		Empresa Guatemalteca de Aviacion
HAL	HA	173	Hawaiian Airlines, Ltd.
HCA	HC	122	Hunting-Clan Air Transport, Ltd.
HKA	HK	054	Hong Kong Airways, Ltd.
IA	IA	073	Iraqi Airways
IAC	IC	058, 093	Indian Airlines Corporation
IB	IB	075	Iberia, Cia. Mercantil Anonima de Lineas Aereas
IAL	LL	278	Icelandic Airlines
INI			INI & CIA, S.A.
IRA	IK	096	Iranian Airways
JAL	JL	131	Japan Air Lines Company, Ltd.
JAT	YU	115	Jugoslovenski Aerotransport (JAT)
JSY	JY	130	Jersey Airlines
KA		229	Kuwait Airways
KLM	KL	074	K.L.M. Royal Dutch Airlines
KNA	KN	222	Korean National Airlines
LAB	LB	051	Lloyd Aereo Boliviano

Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decoding
LACSA	L2	026-80, 133	Lineas Aereas Costarricenses, S.A.
LADE	LD	177	Lineas Aereas del Estado
LAN	LA	045	Linea Aerea Nacional
LA NICA	NI	176	Lineas Aereas de Nicaragua, S.A.
LAP			Laide Aereo Nacional, S.A.
LAV	LV	046	Linea Aeropostal Venezolana
LC	LC	020	Lake Central Airlines
LH	LH	220	Deutsche Lufthansa Aktiengesellschaft
LIN	LF	247	Linjeflyg AB
LLC	CC	223	Lloyd Aereo Colombiano
LN	LN	067	Air Liban
LOT	LO	080	Polish State Airlines LOT
LX	LX	325	Los Angeles Airways, Inc.
MAL	ML	127	Malayan Airways, Ltd.
MALEV	MA	182	Hungarian Air Transport-MALEV
MAR	MR	022	Maritime Central Airways
MEA	ME	076	Middle East Airlines Co.
MK	MK	213	Mackey Airlines, Inc.
MMA	MM	181	MacRobertson-Miller Airlines, Ltd.
MN	MN	210	Manx Airlines Limited
MO	MO	034	Mohawk Airlines, Inc.
MOS	MT	215	Morton Air Services Limited
MS	MS	077	Misrair, SAE
NACIONAL		208	Transportes Aereos Nacional, Ltda.
NA	NA	010	National Airlines, Inc.
NC	NC	184	Northern Consolidated Airlines, Inc.
NE	NE	011	Northeast Airlines, Inc.
NO	NO	032	North Central Airlines, Inc.
NW	NW	012	Northwest Airlines, Inc.
NY	NY	332	New York Airways, Inc.
NZ	NZ	078	New Zealand National Airways Corp.
OA	OA	050	Olympic Airways, S.A.
OAS	OL	215	Olley Air Service, Ltd.
OZ	OZ	041	Ozark Air Lines, Inc.
PAA	PA	026	Pan American World Airways System
PAB	PB	111	Panair do Brasil, S.A.
PAL	PR	079	Philippine Air Lines
PANAGRA	PG	109	Pan American-Grace Airways, Inc.
PI	PI	030	Piedmont Aviation, Inc.
PIA	PK	214	Pakistan International Airlines
PLUNA	PU		Primeras Lineas Uruguayas de Navigacion Aerea
PL	PL		Pacific Air Lines
PN	PN	031	Pacific Northern Airlines, Inc.
PT	PT		Provincetown-Boston Airline, Inc.
QAPL	QE	188	Queensland Airlines Pty., Ltd.
QBA	QB		Quebecair, Inc.
QCA	QC		Queen Charlotte Airlines, Ltd.
QEA	EM	081	Qantas Empire Airways
QUSA	QA	143	Aerovias "Q," S.A.
RAC	RC	223	Royal Air Cambodge
RAL	RA	321	Resort Airlines, Inc.
RANSA	RN	218	Rutas Aereas Nacionales, S.A.
REAL			Real S/A-Transportes Aereos
REEF	BR	153	Ansett Flying Boat Services Pty., Ltd.
REEVE			Reeve Aleutian Airways, Inc.
RD	RD	323	Riddle Airlines, Inc.
SA	SA	083	South African Airways
SAB	SN	082	Societe Anonyme Biege d'Exploitation de la Navigation Aerienne
SAFE	BU		Breathene South-American & Far East Airtransport
SAHSA	SH	274	Servicio Aereo de Honduras, S.A.
SAM			Sociedad Aeronautica Medellin, S.A.
SAS	SK	117	Scandinavian Airlines System
SATA	SP		Sociedade Acoriana de Transportes Aereos, Ltda.
SBW	SB	219	Seaboard & Western Airlines, Inc.
SCAL	VF	221	Silver City Airways, Ltd.
SDI			Saudi Arabian Airlines
SI	SL	042	Scottish Airlines
SO	SO	038	Slick Airways, Inc.
SR	SR	085	Southern Airways, Inc.
STAEO	ST	198	Swiss Air Transport Co., Ltd.
SUDAN	SD	200	Societe de Transports Ariens en Extreme-Orient
SYRIAN		201	Sudan Airways
TAA	TN	102	Syrian Airways Company
TABSO	LZ	196	Trans-Australia Airlines
TACA	TA	202	Transport Aerien Civil Bulgare-TABSO
TACAV	TV	175	TACA International Airlines, S.A.
TAI	TI	119	Linea Aerea TACA de Venezuela
TAIP	IP	047	Compagnie de Transports Ariens Intercontinentaux
TALOA	TL		Transportes Aereos Da India Portugueze
TAN	TX	208	Transocean Airlines
TAP	TP	047	Transportes Aereos Nacionales, S.A.R.L.
TCA	TC	014	Transportes Aereos Portugueses, S.A.R.L.
TEAL	TE	086	Trans-Canada Air Lines
THAI	TH	203	Tasman Empire Airways Limited
THY	TK	235	Thai Airways Co., Ltd.
TPA	TS		Turk Hava Yollari
TSA	TO	267	Trans-Pacific Airlines, Ltd.
TRC	TR	254	Transcontinental, S. A.
TT	TT	033	Trans Caribbean Airways
TU	TU	199	Trans-Texas Airways
TW	TW	015	Societe Tunisienne de l'Air (Tunis Air)
UA	UA	016	Trans World Airlines, Inc.
UAT	UT	125	United Air Lines, Inc.
UBA	UB	209	Union Aeromaritime de Transport
VARIG	RG	042	Union of Burma Airways
VASP	VP		Empresa de Viacao Aerea Rio Grandense
VNA	VN	120	Viacao Aerea Sao Paulo, S.A.
WAAC	WT	087	Air Vietnam
WA	017		West African Airways Corporation
WC	WC	025	Western Air Lines, Inc.
WEN	WE	212	West Coast Airlines, Inc.
	YR		Wien Alaska Airlines
			Soc. de Transportuir Aeriene Romano-Societica